AEROWAVE

Sport Series Offshore Monohull Owner's Manual

Assembly · Floor & Keel · Transom Options
Inflation · Outboard Trim · Care & Repair

FIVE INDEPENDENT AIR CHAMBERS
3 hull tubes (port, starboard, bow safety) plus 1 high-pressure floor (or marine-ply floor) and 1 inflatable V-keel. A single puncture will not compromise the vessel.

APPLICABLE MODELS · AEROWAVE SPORT SERIES OFFSHORE
AW 290 SI · AW 320 SI · AW 360 SI · AW 380 SI · AW 420 SI
AW 360 SHI · AW 380 SHI · AW 420 SHI (Hypalon)

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VERSION 1.0 · Read fully before first use

ISO 6185-3 · CE 2013/53/EU

CONTENTS

What's in this manual

Thirteen pages, eight 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. Pay close attention to Section 2 if you are choosing between a Marine Plywood and an Aluminium transom, or between an Air Deck and a Marine Aluminium floor.

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HOW TO USE THIS MANUAL

If you are still deciding on floor and transom options before purchase, jump straight to Section 2. If your boat has already arrived, read the cavitation notice on page 3 first, then work through Sections 1–6 in order before your first launch.

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. 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 monohull. 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.

BUILD YOUR BOAT · SECTION 2

Choose your Floor & your Transom

Every Aerowave Sport Series Offshore monohull is built to order with two key choices. Both decisions are made at order time and are clearly listed on your tax invoice. If you are reading this manual *before* placing an order, this is the section that matters most.

2.1 · Floor — Air Deck or Marine Aluminium

High-Pressure Air Deck · STANDARD	Drop-stitch inflatable floor. Inflates to **8 PSI** → **10 PSI maximum**. Lighter (~10 kg), faster to assemble (5–10 min), softer underfoot, and packs into the same carry bag as the hull. Recommended for owners who launch from the beach, store at home or trailer the boat folded.
Marine Aluminium Floor · OPTIONAL UPGRADE	Interlocking marine-grade aluminium floor sections with a stringer. Rigid as a tinnie, no inflation required, ideal for stand-up casting and gunnel-walking. Heavier (~22 kg) and a 15-minute assembly. Recommended for owners who fish two-up, fit a casting platform, or run a heavier outboard.

2.2 · Transom — 36 mm Marine Plywood or 4 mm Marine Aluminium

36 mm Marine Plywood · STANDARD · included	Heavy-duty **36 mm marine-grade plywood** transom, fully sealed in PVC and bonded to the hull. This is the same transom fitted to every Aerowave Catamaran and is rated for the full advertised outboard horsepower of your model. Industry-standard, proven, no extra cost.
4 mm Marine Aluminium · UPGRADE · AUD $350	A **4 mm marine-grade aluminium** transom bonded inside the PVC transom skin. Slightly lighter, completely impervious to long-term water ingress, and recommended for owners who leave the boat wet-stored for extended periods or who run the boat in salt water week-in week-out. **+AUD $350** over the standard plywood transom, specified at order.

BOTH TRANSOMS CARRY THE SAME HORSEPOWER RATING

The plywood and aluminium transoms are both rated to the full advertised outboard horsepower of your model. The aluminium option is a **longevity** upgrade, not a structural upgrade — choose it for salt-water service life, not for extra power.

WELCOME ABOARD · SECTION 1

Your Aerowave Sport Series Offshore Monohull

Thank you for choosing an Aerowave Sport Series Offshore inflatable monohull. Every hull in the SI (PVC) and SHI (Hypalon) range is built from premium German VALMEX® fabric, hand-assembled, pressure-tested and certified for commercial marine use. This manual covers correct assembly, floor and keel 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	Single-tube monohull with inflatable V-keel, high-frequency welded seams, VALMEX® 7321 1.2 mm PVC-coated fabric (SI) or 1.2 mm Hypalon-coated fabric (SHI).
Air chambers	Three (3) independent airtight hull chambers — port, starboard, bow safety — plus one (1) inflatable V-keel and one (1) high-pressure floor (Air Deck models only).
Floor	Either a high-pressure drop-stitch **Air Deck** (standard) or an interlocking **Marine Aluminium** floor (optional). See Section 2.
Transom	**36 mm marine plywood** sealed in PVC (standard) or **4 mm marine aluminium** (+AUD $350 upgrade). See Section 2.
Maximum operating pressure	Hull tubes: 3.5 PSI (0.25 bar) · Inflatable V-keel: 3.5 PSI (0.25 bar) · Air Deck floor: 8–10 PSI maximum (0.55–0.69 bar)
Relief valves	Factory-set automatic overpressure valves on each tube. Do not adjust.
Fittings	Stainless D-rings, lifelines, grab handles, stainless transom plate, lifting handles, transom drain bung.
Outboard shaft length	All Aerowave Sport Series Offshore transoms 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, floor (Air Deck or aluminium sections + stringer), seat bench, oars, high-pressure pump & gauge, repair kit, carry bag.
- If your boat has an Air Deck, confirm the supplied floor and the keel valve are present.
- If your boat has the marine aluminium floor, confirm all floor sections, the stringer and the locking strakes are present.
- 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 Floor & Inflating the Keel

Correct floor installation is the single most important step in assembling your Aerowave monohull. The procedure depends on which floor option you ordered (Section 2). The inflatable V-keel sits underneath the floor and is inflated **last**, regardless of floor type.

WARNING

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

3.1 · Air Deck (high-pressure drop-stitch) — step-by-step

01 **Inflate the hull tubes to roughly half pressure**

Approximately 1.5 PSI in each of the three 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 Air Deck flat inside the boat**

Bow-end first. Centre it inside the tube ring with the valve facing up and toward the stern.

03 **Tuck the rear edge under the transom and the bow edge under the bow cone**

The drop-stitch floor must sit cleanly between the inner tube walls and against the transom. Confirm there are no rolls or trapped fabric along the chines.

04 **Begin inflating the floor to 8 PSI**

Use the manual high-pressure pump with the supplied gauge. Inflate slowly and evenly. Stop at 8 PSI and check the floor is sitting flat.

05 **Top up to 10 PSI maximum**

Continue inflating in short bursts until the gauge reads 10 PSI maximum. Close the valve and fit the dust cap. Never exceed 10 PSI.

06 **Inflate the V-keel LAST**

Once the floor is up, locate the keel valve on the underside of the floor (centre). Inflate the keel to **3.5 PSI maximum**. The V-keel gives the monohull its tracking and planing performance — do not skip it.

3.2 · Marine Aluminium Floor — step-by-step

01 **Tubes to ~1.5 PSI**

Inflate the three hull chambers to roughly half pressure as above.

02 **Lay the stringer along the centreline**

Stringer runs bow-to-stern, valve cut-out toward the stern.

03 **Drop the floor sections in order: 1 → 2 → 3 → 4**

Each numbered section locks into the next. Drop section 1 against the transom, then 2, 3, 4 toward the bow. Use the supplied paddle as a lever to seat each joint.

04 **Fit the locking strakes along both chines**

The aluminium strakes slide down between the floor and the tube and lock the floor in place. There should be no movement once both strakes are seated.

05 **Hull tubes to 3.5 PSI**

Bring each of the three chambers to full operating pressure.

06 **Inflate the V-keel LAST · 3.5 PSI**

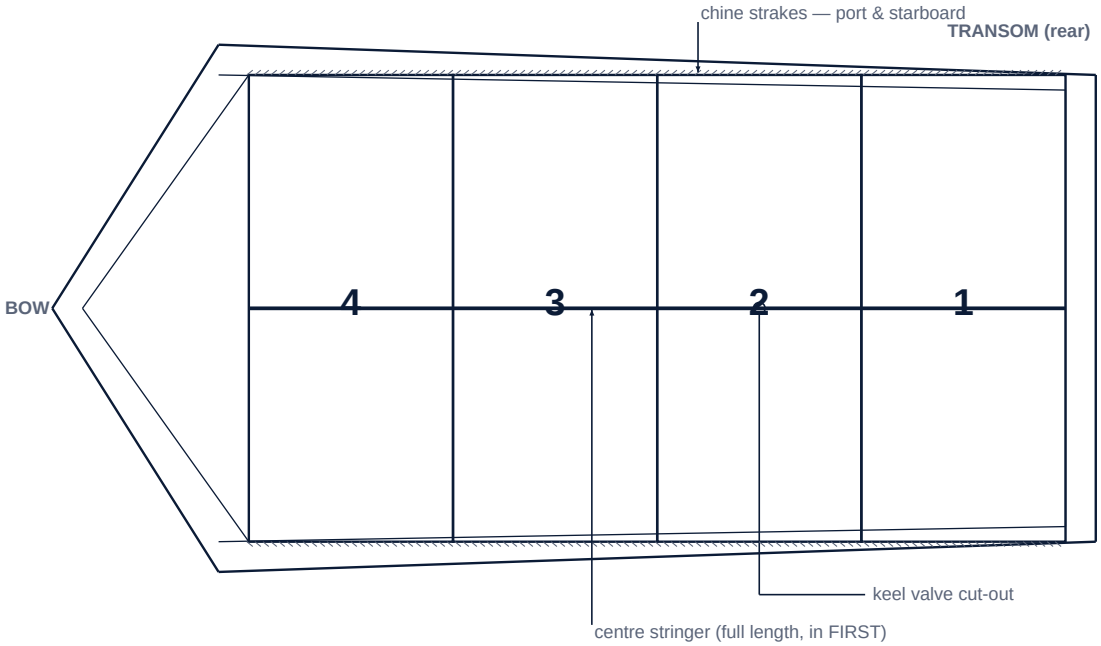
Keel valve is centred on the underside, accessible through the cut-out in the stringer. Inflate to **3.5 PSI maximum**.

VISUAL REFERENCE · SECTION 3.3

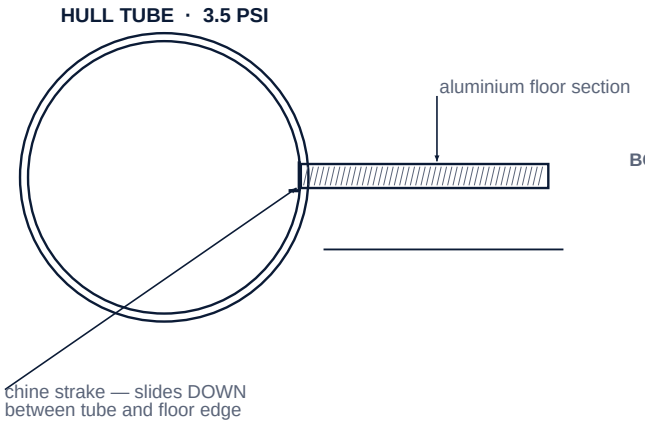
Floor Install — Sketched Diagrams

The three sketches below are the same sequence described in 3.1 and 3.2, drawn flat. They are deliberately no-frills — top-down and cross-section line drawings — so the shapes and order of assembly read at a glance.

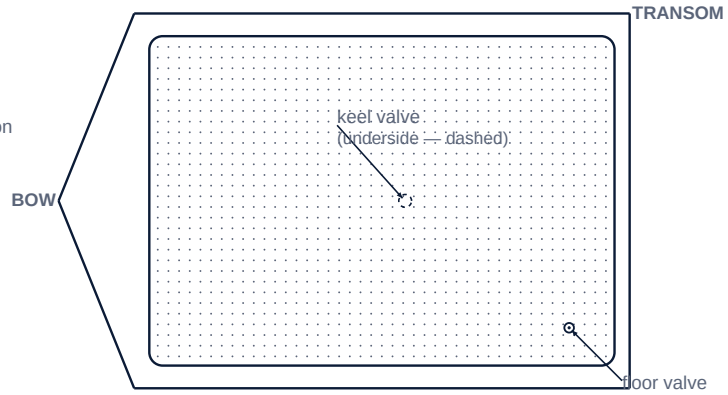
A. MARINE ALUMINIUM FLOOR · top-down · install order 1 → 2 → 3 → 4 toward the bow



B. CROSS-SECTION · chine strake detail



C. AIR DECK · valves & keel



READING THE SKETCHES

- Diagram A — top-down view. Numbered sections drop in 1 → 2 → 3 → 4, working from the transom toward the bow.
- The centre stringer goes IN FIRST and runs the full length on the centreline. Every section locks onto it.
- Diagram B — the chine strake is the thin aluminium rail that slides DOWN between the tube and the floor edge.
- Slide each strake from the bow end toward the stern. When seated, there must be no movement in the floor.
- Both strakes in = floor locked. Now bring the tubes up to 3.5 PSI, then the V-keel to 3.5 PSI last.
- Diagram C — the Air Deck is one drop-stitch panel. Floor valve at the stern corner; keel valve underneath (dashed).

ASSEMBLY · ENGINE · ON-WATER · SECTION 4

Inflation, Engine & Operation

4.1 · Full inflation sequence

01 **Hull tubes — half pressure**

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

02 **Install the floor (Air Deck or aluminium)**

Refer to Section 3.1 or 3.2 for your floor type.

03 **Floor to 8 → 10 PSI maximum (Air Deck only)**

Slow, even strokes with the manual pump. Read the gauge — do not inflate by feel.

04 **Hull tubes to 3.5 PSI**

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

05 **V-keel to 3.5 PSI**

Last component to inflate. Keel valve is on the centreline of the underside of the floor.

06 **Fit seat, fit oars, fit any Bimini**

Drop the seat bench into the supplied clips, lock the rowlocks, fit the Bimini if supplied.

Pressure summary

Component	Pressure	Notes
Hull tubes (×3)	3.5 PSI max · 0.25 bar	Relief valves auto-vent excess
Air Deck floor	8 PSI → 10 PSI maximum · 0.69 bar	Air Deck models only
Inflatable V-keel	3.5 PSI max · 0.25 bar	Inflate LAST, after floor and tubes
Re-check	After 30 min in sun	PVC expands when warm — vent or top up to operatir

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 V-hull cuts cleanly through chop — keep the bow down with the trim pin (Section 6.1).
- If the floor or keel 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. The drop-stitch core absorbs the load.

DRAINAGE · SECTION 4.2

Scupper & Transom Bung

Every Aerowave Sport Series Offshore monohull is built with both a **self-bailing scupper** in the transom and a **threaded drain bung**. The combination keeps the cockpit dry under way and lets you drain the boat properly back at the beach.

Under way · bung IN

With the bung threaded into the transom from the OUTSIDE, the cockpit is sealed against the sea. Any spray that lands in the boat sits in the cockpit until you reach shore. This is the normal operating configuration.

At rest under power · bung OUT (optional)

Some owners prefer to run with the bung removed so the scupper self-bails any spray as the boat moves forward. This works above ~6 knots; below planing speed the scupper will draw a small amount of water back in. Choose whichever suits the conditions.

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 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

- **Before launch:** Confirm the bung is fitted from the outside of the transom and is finger-tight.
- **On the water:** Bung stays in (or out, by choice — see above).
- **At the beach:** Tilt the bow up slightly, unscrew the bung from outside the transom, drain the cockpit completely.
- **Before storage:** Rinse, dry, 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. 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 V-keel first**

Open the keel valve, depress the spring core, allow it to fully deflate.

04 **Deflate the floor**

Air Deck: open the valve and let it fully deflate. Aluminium floor: slide the chine strakes out, lift each numbered section in reverse order, lift the stringer.

05 **Deflate the hull tubes**

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

06 **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.

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 transom bung thread and (aluminium floor) the strake locking edges.

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® fabric. The polymer is already stabilised against the Australian sun — but UV is relentless, and even the best marine PVC or Hypalon 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.

303 Aerospace Protectant — light, even mist on dry tubes once a month. Same product, same routine for seats and Bimini fabric.

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 or Hypalon, 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 hull, 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 Sport Series Offshore transoms — both plywood and aluminium — 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

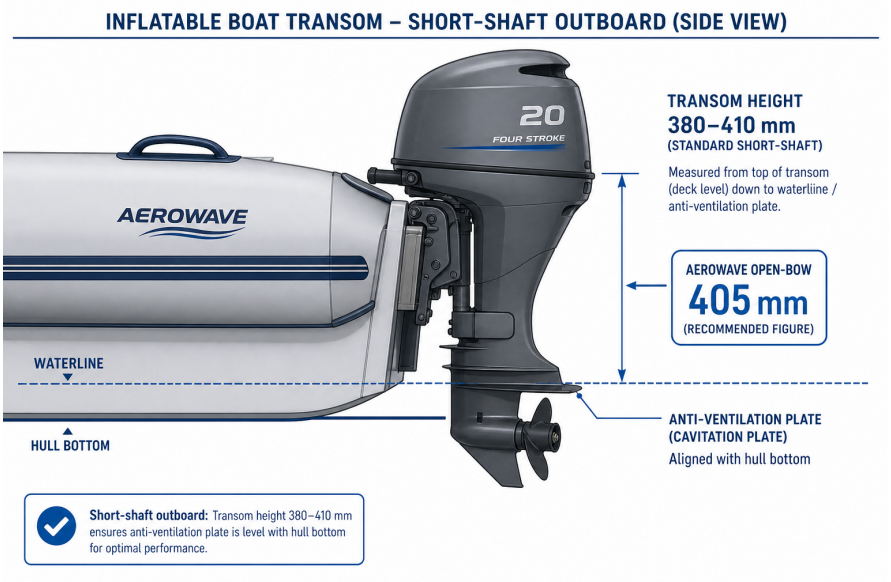
Every modern outboard has a steel trim pin running through the clamp bracket. The pin sets the tilt angle of the leg under load. On a brand-new motor on a brand-new boat the pin should sit in **Position 1** — the lowest hole, closest to the transom — to hold the leg as vertical as possible.

- 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.



Short-shaft outboard correctly mounted on the Aerowave transom. The flat plate above the propeller is the cavitation plate — both hydrofoil and Permatrim bolt onto it.

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 monohull 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 inflatable. **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 Sport Series Offshore 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 (Air Deck), aluminium floor sections, 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.
Transom	36 mm marine plywood and 4 mm marine aluminium transoms are both covered under the standard hull warranty.
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, V-keel above 3.5 PSI, or Air Deck 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.