

WELCOME ABOARD

OF YOUR NEW PONTOON



ARMADA

OWNER'S MANUAL

(Revision September 1st, 2024)

TABLE OF CONTENTS

WELCOMING WORD	3
FOREWORD	4
RECOMMENDATIONS	5
HAZARD COMMUNICATION LABELS	6
SAFETY NOTICE	9
NAVIGATION EQUIPMENT	13
RECOMMENDED ADDITIONAL EQUIPEMENT	14
PONTOON'S EQUIPMENT	15
INSTRUCTIONS FOR USE	22
AFTER USE AND GENERAL MAINTENANCE	27
SIMPLE PROBLEMS AND THEIR CAUSES	31
ELECTRICAL DIAGRAM	31

WELCOMING WORD TO ARMADA

Congratulations! You've just been owner of an ARMADA pontoon. From the very beginning, the quality and the security of watercrafts have always been placed at the heart of ARMADA mission.

Whether you're an experienced navigator or a newcomer in the domain, we suggest you take time to read this *Owner's Manual* and familiarize yourself with his content. There is information inside that permit you to acquire the necessary knowledge to take full advantage of your pontoon.

This guide is not a course on boating safety or the requirements of good boating practice. For your own comfort and safety, if this is your first boat or you have changed to a type of boat that is unfamiliar to you, be sure to gain experience in handling and using before your first navigation.

We strongly recommend that the user of any watercraft enroll in a boating safety course. Check to see if the local Coast Guard, or other local maritime authority, offers such a course. By introducing your family or your friends to this sport, be sure that they fully understand the controls and operation of the pontoon, as well as the importance of using it in a responsible way. It's the responsibility of the pontoon driver to assure the security of his passengers and other boaters. Consequently, please see all safety rules and drive this pontoon carefully.

In some countries, a driver's licence or authorization is required, or special regulations are in force. Local road transportation requirements may also apply.

Finally, we strongly recommend you regularly visit your ARMADA dealer for routine or annual security maintenance of your watercraft. They will be able to supply you all navigation accessories that you may need.

Have a great boating season !

Mathieu Gardner
President

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FOREWORD

The *Owner's Manual* has been prepared to help the owner, the driver and the passengers to see different controls, maintenance recommendations and procedure for a safe driving. This guide should always be kept in a waterproof bag inside the pontoon. For any question regarding the warranty, consult an ARMADA authorized pontoon dealer.

In the content of this manual, regarding your watercraft and his motor, the particulars **! DANGER !**, **! WARNING !**, **! CAUTION !** and **! NOTICE!** are used to warn the installer or the operator of a potential danger if the manipulations are negligently done. Observe these particulars any time.

! DANGER !	! WARNING !
Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury. This signal word is to be limited to the most extreme situations.	Indicates a potentially hazardous situation that, if not avoided, could result in death or serious or moderate injury.
! CAUTION !	! NOTICE !
Indicates a potentially hazardous situation that of not avoided, may result in minor or moderate injury or property damage. It may also be used to alert against unsafe practices.	Indicates a type of safety sign, or a separate panel of a safety sign, where specific safety related instructions or procedures are described.

This document could be translated. In case of disagreement, **the French translation takes precedence.**

The data are printed in metric units following the International System of Units (SI), and followed by SAE (for the United States). In the case where it's not necessary to obtain a high precision, some conversion results have been rounded to increase understanding.

RECOMMENDATIONS

This manual discusses about different models of ARMADA pontoons. It includes a description and information about the basic equipment. Some information may not apply to your boat.

The components described in this *Owner's Manual* must not be used for purposes other than those for which they were designed. Strictly conform to maintenance operations. Never attempt to effect repair without having the right tools at one's disposal. Respect the tightening torques. This pontoon is designed with pieces sized in metric and imperial units. In case of fasteners replacement, use only those that are recommended for ARMADA watercrafts. The mix of two types of fasteners or the using of an inadequate fastener risk to damage the pontoon or to cause injuries to the driver.

Nautical terms usually used

Port: Left side

Starboard: Right side

Bow: Front

Stern: Back

This guide treats of different models of ARMADA pontoons. You will find inside description and information regarding basic equipment. Some information may not apply to your watercraft.

Site of registration number

Under federal law, all pontoons must be registered and numbered. To highlight the registration number, place it on side of the hull, at the back to one side or according to your local marine registration requirements to identify your pontoon.

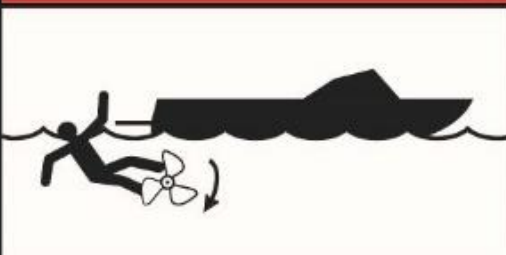
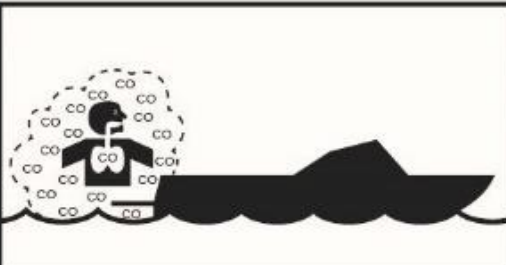

Identification number

The pontoon principal components, the motor and the hull, are identified by different serial numbers. To know the engine serial number (E.S.N.), refer to the document of motor manufacturer. Sometimes, it can be required to know the site of these numbers to be able to make a warranty claim or to trace the pontoon for theft.

The Small Vessel Regulations requires that all pleasure watercraft manufactured or imported into Canada after August 1st, 1981, is permanently marked by a hull identification number (HIN). This number must be affixed in the starboard top of transom and be composed of 12 characters beginning with the manufacturer identification code (YHS).

HAZARD COMMUNICATION LABELS

Some of the hazard communication labels shown on the following pages may be found in various locations in your pontoon. Read them carefully. (Labels are not necessarily to size or scale.) The appropriated labels are determined by the standard and optional equipment actually installed upon delivery. Check with your ARMADA authorized dealer to find out what labels your boat should have. If any label is missing, ask your dealer for a replacement.

⚠ DANGER	
	<p>CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.</p> <p>STAY CLEAR OF BOAT AND STAY OFF SWIM PLATFORM AND BOARDING LADDER WHILE ENGINE IS RUNNING.</p> <p style="text-align: right;">NW-301-23</p>
	<p>Carbon monoxide (CO) can cause brain damage or death.</p> <p>Engine and generator exhaust contains odorless and colorless carbon monoxide gas.</p> <p>Carbon monoxide will be around the back of the boat when engines or generators are running.</p> <p>Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.</p> <p style="text-align: right;">NW-206-22</p>
⚠ WARNING	
	<p>Carbon monoxide (CO) can cause brain damage or death.</p> <p>Engine and generator exhaust contains odorless and colorless carbon monoxide gas.</p> <p>Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.</p> <p>Get fresh air if anyone shows signs of carbon monoxide poisoning.</p> <p>See Owner's Manual for information regarding carbon monoxide poisoning.</p> <p style="text-align: right;">NW-204-22</p>

⚠ DANGER

- **CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.**
- **SHUT OFF ENGINES** while people are in the water near the boat, on the swim platform, or on the boarding ladder.
- **NEVER OPERATE IN REVERSE TOWARD A PERSON** in the water.



NW-200-25



Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.

NW-206-22

⚠ WARNING



Carbon monoxide (CO) can cause brain damage or death. Carbon monoxide can be present in the cabin. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get fresh air if anyone shows signs of carbon monoxide poisoning. Get fresh air if carbon monoxide detector alarm sounds. Carbon monoxide detector must be functioning at all times.

NW-235-23

⚠ AVERTISSEMENT

Évitez les blessures graves ou fatales causées par des incendies ou explosions résultant de fuites d'essence. Inspectez au moins une fois par année le système pour détecter des possibles fuites

18A-204-22

⚠ WARNING

Avoid serious injury or death from fire or explosion resulting from leaking fuel. Inspect system for leaks at least once a year.

18A-204-22

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH. SEAT LOCATION NOT INTENDED FOR USE AT HIGHER SPEEDS. DO NOT OCCUPY SEAT WHEN SPEED EXCEEDS 5 MPH.

⚠ WARNING

Maneuverability above 30 mph is limited. Sudden turns may cause loss of boat control. Avoid serious injury or death. Reduce speed before attempting a sudden sharp turn. Read boat owner's manual for additional information.





WARNING

Avoid injury or death from contact with propeller or gearcase due to falling over the bow.

When boat is in motion above idle speed (5 mph), do not sit in forward facing, pedestal seats located within four (4) feet of front railing.



WARNING

Avoid injury or death from contact with propeller or gearcase due to falling over the bow.

When the engine is running (in any gear, Forward-Neutral-Reverse) do not sit on or hang legs over the forward end of the deck.

Stay inside the railing and seated in an appropriate seat. Keep all gates closed and locked.

SAFETY NOTICE

To fully appreciate the pleasure of navigation, any boater **MUST** respect certain rules. Spend a few minutes to familiarize yourself with safety rules. Non-compliance of directives and rules of safe navigation could cause hurts and lead to your death and your passengers or other boaters' one. Learn more about local and federal navigation rules as well as the navigation code that covers the streams where you plan to navigate.

Observe and respect all particulars and safety notice being on the pontoon and in this manual. Any person taking place on this pontoon must wear a personal flotation device (PFD) approved by the Coast Guard or other local marine authority.

Pre-use verification

After launching your pontoon into the water and having fixed it to the dock, proceed to the following verifications before the departure. This list has been done just to make it a safe and enjoyable tour. Remember that you are responsible of the safety of your passengers and of any damage caused by your pontoon and its wake.

Before leaving

- Fix the lanyard stopswitch to your flotation device.
- Check the position of accelerator and shifting levers and steering wheel.
- Check oil and fuel levels.
- Check the navigation lights and water depth.
- Check the weather conditions. Make sure that the expected wind and sea conditions match the design category of your pontoon¹, i.e. the presence of low winds and light waves; conditions that you and your crew are able to maneuver safely.
- Make sure the required navigation equipment is there and to know the use of each of accessories.
- Make sure all passengers are aware of the security recommendations as per *Owner's manual*.

The driver and the passengers must be sitting in area designated by the captain before starting or moving the pontoon. Forbid passengers from using front seat except if the water is calm and the pontoon moves low-speed.

¹ For Europe: A watercraft given design category D is considered to be designed for a wind force up to, and including, 4 and significant wave height up to, and including, 0,3 m (1 foot), with occasional waves of 0,5 m (1,6 feet) maximum height.

All accessories and navigation equipment must be fixed and put away safely before starting the pontoon.

When the pontoon is running

- Don't let anybody sit on the motor compartment or on the boarding platform.
- Don't let the passengers move, there is a risk of falling or slipping. Make sure all passengers remain seated. They should have a firm grip on the rail or other solid part of the boat at any time.
- Don't let anybody jump, swim or be in the water while the motor is running.
- Be sure that the driver's field of view is unobstructed around him.
- It can be dangerous to jump into waves or swirls; it's a forbidden manoeuvre in several places. Most navigation accidents happen when an user ignores the presence of other boaters or any possible hazard. It is recommended to keep one's distance of other pontoons or boaters, never splash people with pontoon's wake and avoid navigating on surf line (wave).

Before heading out on the water, make sure to be familiar with tides, shallows, hidden obstacles, and everything that can represent a potential danger. In navigation, respect the principle that consist of using 1/3 of fuel to go, 1/3 to come back and 1/3 by way of reserves.

Security

To avoid an unauthorized use or an accidental starting, untie the pontoon security lanyard. Do the same at the time of pontoon maintenance or if swimmers are close by.

Alcohol, Drugs and Other physical conditions

The power of this pontoon can clearly exceed other pontoons which you have tested. The use of this pontoon by a minor, an inexperienced person or physically or intellectually diminished person must be proscribed. No one should navigate after consuming alcohol or drugs.

Pontoon Loading

Avoid adding accessories, to carry equipment or passengers because it could modify the configuration or alter pontoon balance. Avoid overloading your pontoon or taking on board too many passengers. The load and the altitude will also act on the pontoon performance.

Stability is reduced by any weight added above the main deck.

! WARNING !

When loading the boat, never exceed the maximum recommended load. Always load the boat carefully and distribute the loads appropriately to maintain the theoretical trim (approximately horizontal). Refer to the information given on the compliance sticker inside the pontoon.

! WARNING !

Any change in the arrangement of the weights on board (for example the addition of a raised structure for fishing, a change of engine, etc.) can significantly affect the stability, trim and performance of the vessel.

Number of passengers

The pontoon must be used in a proper manner. Make sure occupants are well seated and in a secure position while boat is underway at all times. Always seat occupants equally in each seating area of the boat to maintain proper weight distribution in the vessel. Never seat all occupants in one area of the boat, either on the bow, stern, port or starboard side.

For example, if there are four (4) occupants onboard (not including the driver), all occupants must be seated equally in each corner of the boat where seating has been designated. Never exceed maximum number of passengers onboard at any time.

! WARNING !

Do not exceed the recommended maximum number of people. Regardless of the number of people on board, the total mass of persons and equipment should never exceed the maximum recommended load. Always use the seats/occupancy areas provided. Refer to the information given on the compliance sticker inside the pontoon.

Boating conditions

Like any other pontoon, the stopping distance varies depending on the initial speed, the load, the winds, and navigation conditions. Practice the stopping and the accosting in a safe place to learn about the stopping distance of the pontoon under various conditions. A prolonged exposure to the sun and the winds cause fatigue and can weaken our reaction times.

Drive slowly in shallow water. There could be contact with the bottom of the water or quick stops. The driver is responsible of damages caused by the wake of his watercraft. Respect the prohibition of making waves. During the navigation, respect the rights of other users as well as the environment.

- Avoid throwing wastes overboard.
- Avoid using the pontoon in bad weather.
- Avoid navigating at high speed near the shore to avoid bank erosion.

Speed

Respect the safety and the comfort of your passengers and the skiers behind the pontoon. Make sure that there is at least one more person in the boat to assist you when you pull a skier. It is also very important to remember that when pulling a tube/ski/wakeboard, you must not turn at more than 20 MPH (32 KM/H). Make sure of all boaters are capable to go back on the pontoon when they are in the water.

No swimming and no jumping while the engine is running.

! DANGER !
Contact with a propeller will cause serious injury or death. Shut off engines while people are in the water near the boat, on the swim platform, or on the boarding ladder. Never operate in reverse toward a person in the water.

While boat is underway, do not perform sharp turn or abrupt maneuver at full speed. Turn at excessive speed may result in or cause a loss of control of the boat. This may cause serious injuries or death. Always reduce speed before attempting a sharp turn to maintain control of the vessel at any times. Never perform any turn or abrupt maneuver at speeds above 30 MPH (48 KM/H). All turn should never be performed at speed exceeding half the maximum speed of the boat.

! WARNING !
Maneuverability above 30 MPH (48 KM/H) is limited. Sudden turns may cause loss of boat control. Avoid serious injury or death. Reduce speed before attempting a sudden sharp turn.

NAVIGATION EQUIPMENT

You just bought your new pontoon? Now you got to get the following list of the navigation equipment approved by the Coast Guard or your local marine authority in the area that you navigate.

Personal flotation device (PFD)

All the passengers and water skiers must have an personal flotation device type I, II or III approved by the Coast Guard or another local marine authority. There must be also, inside of the pontoon, a safety device type IV to throw if needed. See your Armada authorized pontoon dealer for more details.



Type I



Type II



Type III



Type IV

Fire extinguisher

There must be at least one approved portable fire extinguisher type B-1 aboard the pontoon. All the fire extinguishers must be put away in an accessible place, far from the motor compartment or the stove (if applicable). Make sure that the fire extinguisher is full, in good condition and properly fixed.

If the fire extinguisher is equipped with a gauge, check the pression regularly and fill it if necessary. The cold and the hot water can influence the reading of this one. Refer to the instruction manual of the extinguisher to check the exactitude of the gauge.

If the pontoon is equipped with a cooking appliance or any other appliance that used propane, you must have an additional fire extinguisher inside the boat.

! WARNING !

Do not use cooking appliance inside the camper enclosure. Heat can may ignite camper material.

! NOTICE !

All the pontoon passengers should know where the extinguisher is and how to use it. Look for this sign for suggested storage location.



Distress visual signal

Required only for coastal navigation. Aboard the pontoon, there must be approved distress visual signals for diurnal and nocturnal use. The Coastal Guard, or any local maritime authority, can requires that all the pontoons navigating in coastal waters (large lake, mouth of a river more than 2 miles (3.2 km) and on high seas, have distress visual signal equipment on board.

This equipment can consist of:

- A hand or aerial red flare.
- A hand or floating smoke orange flare.
- A thrower for red aerial multiple stars or parachutes.
- A non-pyrotechnic equipment: an orange distress flag, coloring and a watertight flashlight.

! WARNING !

Be careful in handling of pyrotechnic signal equipment. It can cause serious injuries and property damages. Consult instructions for use to know about the precautions to take to assure a safe use. Put away in a safe place, out of reach of children.

RECOMMENDED ADDITIONAL EQUIPMENT

- | | |
|-------------------------|--|
| - An anchor and a rope | - A compass and sea charts |
| - A boat hook (pole) | - A tool kit |
| - A bucket and a sponge | - A first aid kit |
| - Defences | - Anchor and towing ropes |
| - A radio | - A water repellent flashlight and extra batteries |

PONTOON'S EQUIPMENT

Storage compartment

The ideal place to put away the tool kit, the towing rope, the first aid kit, etc. They are located under passenger seats (bench seats) and under the helm.

Boarding ladder

All the ARMADA pontoons are provided with an aluminium boarding folding ladder. The boarding ladder is fixed at the stern on starboard side, in the fastening required for these one.



Always face the ladder at the time of using and stand on the middle of this one.

! WARNING !

Do not use the ladder when the motor is running. Rotating propeller may cause serious injury or death.
Never use the ladder to dive, to jump or to go on board of a pontoon being out of water, or for any other purpose for which it is not adapted.
One person at the time can use the ladder.

! NOTICE !

Before starting the pontoon, always raise the ladder at his storage position, on the top of the boarding platform.
Be careful to prevent finger entrapment by assembling the ladder.

Lights

The pontoon is equipped of an elongated removable stern light (white) and a navigation light suit (red to port and green to starboard). To put up the stern light, align the two pole pluggable fittings with the receptacle. Tighten the self-locking nut. Make sure that the lights are functional before the night navigation.

The navigation lights located on the stern and the bow must be turned on between sunset and sunrise. All-around light and navigation lights must always be used at night or anytime visibility is reduced. The term "night" refers to the period between sunset and daybreak. Slow down and avoid driving the pontoon when the visibility is reduced because there is no beacon on this watercraft. The navigation lights are intended to prevent collisions, not to improve the night vision.

Always test lights before going on the water. In any case where lights are not functioning properly, repair the lights are required beforehand. If you need a replacement light at any point in time, please be sure to order the same light or an approved light as per ABYC standards and/or International Organization for Standardization (ISO) standards. Lights can be purchased at any ARMADA authorized pontoon dealer. Navigation lights and all-around light should not be modified.

! NOTICE !

Do not add any more lights (e.g. decorative LED lights under the floor, spotlight) on the pontoon that could diminish the visibility or be confused with the navigation lights.

Navigation lights button

The light control button is located at the helm.

This button has 3 positions:

Up : Turn on the red/green navigation lights at the bow and the anchoring light at the stern.

Off: When the button is in central position, all the lights are turned off.

Down: Turn on the anchoring light only. This light is usually used when the pontoon is anchored. Only the taillight is turned on.

Switch of accessories

The switches set the flow of electricity from electrical system towards the electrical components. Each electrical circuit is provided with a control switch that provides or cut off the electricity of the component. The switch position indicates if this one is at "ON" or "OFF" position. Consult an ARMADA authorized pontoon dealer for more information regarding the accessories factory approved or the switches in general.

Horn

Use the horn to draw the attention of other passengers. The horn can also be used as reference point when the weather conditions are bad.

Motor safety shut-off switch and safety lanyard

The engine safety stop switch is a safety device that automatically shuts down the engine if the driver is ejected from the seat or leaves the driver's seat. Make sure the safety cord shut-off switch is securely attached to its terminal. In addition, the driver must always attach it to his personal flotation device (PFD) while navigating.



! WARNING !

If the motor doesn't turn off when the safety lanyard is unplugged, put the ignition key at "OFF" position. Stop to use the pontoon and see an ARMADA authorized dealer. Before restarting the pontoon, make sure that all controls were checked and operates properly.

Seats

The captain's seats have a high backrest to ensure comfort and good visibility. They can swivel and lock at a 90-degree angle by lifting the swivel up under the seat (port, center, starboard). They have fold-down armrests for more comfort.

! NOTICE !

Before replacing the mooring cover, it is necessary that the driver's captain's seat is turned 90 degrees to starboard and the passenger's captain's seat is turned 90 degrees to port. The 2 captain's seats must be back to back.

This maneuver consists of protecting the seats and the mooring cover by preventing it from sagging in the center and creating water infiltration into the pontoon.

The front and rear bench seats are screwed to the fences and the floors, and offer a storage compartment underneath. They may also have a removable corner cushion that stays in place when other cushions are closed.

The pedestals seats are used for fishing pontoon models. They can be turned and locked at a 90-degree angle by lifting the swivel up under the seat. They can be situated at the bow or at the stern.

! WARNING !

When the pontoon is in motion, make sure that all the removable cushions are held in place because if cushions are loose, they could fly away or topple over and cause injuries.

! WARNING !

Avoid injury or death from contact with propeller or gearcase due to falling over the bow.

When the engine is running (in any gear: Forward-Neutral-Reverse) do not sit on or hang legs over the forward end of the deck.

Stay inside the railing and seated in an appropriate seat. Keep all gates closed and locked.

For pedestals seats located at the bow:

! WARNING !

Avoid injury or death from contact with propeller or gearcase due to falling over the bow.

When boat is in motion above idle speed (5 MPH/8 KM/H), do not sit in forward facing, pedestal seats located within four (4) feet of front railing.

Fuel tank cap

The fuel tank cap is located at the stern, port or center. Turn in the counterclockwise to open it. Tighten tightly after fuel filling up. On some pontoon models, the fuel tank can be portable.

! WARNING !

Gently turn the cap to open it. The content of the tank could be under pressure.

To fill up

Before the fuel filling up, check that the supply system does not have no leak. Check the fuel tank, the fuel conduits, the links, the fuel filter, and the carburetor. Replace any part which is showing leak or deterioration signs before restarting the motor.

- Make sure that the pontoon is tied up to service station's dock.
- Stop the motor(s) or other device that may cause a spark.
- Close the cover of rear storage compartment to prevent the vapors to get into the motor compartment.
- Ask the passengers to leave the pontoon.
- Do not smoke close to the pontoon and extinguish all flames.
- Make sure to have a fire extinguisher at hand.
- Do not push in the spout in the filling neck.
- Fill up slowly so that the air may go out of the tank and prevent that the fuel flow back.

Do not over-fill, tighten the cap at maximum, and wipe all spillage. Before starting the motor, make sure that there is no fuel fume in the motor compartment.

Do not carrying fuel or other flammable materials in the storage compartments or in the boat motor compartment. The gas emanations may ignite and explode. Follow the directives described in this *Owner's Manual* and marina's ones when you fill up gas or start the engine.

! WARNING !

A fuel leak, whether it was from any part of supply system, can cause a fire or and explosion. The fuel emanations can be explosive and be retained in the bottom of the pontoon.

! NOTICE !

The using of poor-quality fuel can reduce the pontoon performance and can also damage the supply system and the motor components. Never use other fuels or change the reports.
--

Recommended oil

Refer to the guide of the motor's owner to know the specifications about the kind of oil to use for the motor of your pontoon. Follow engine manufacturer's recommendations for types of fuel and oil. Use improper products may damage the engine and void the warranty.

Convertible top

The convertible top, standard equipment on all ARMADA pontoon models, is made of acrylic (Top gun). This top, like all the mooring, is made to resist to the mould, the rust and bad weather. It resists also to the industrial pollutants and to the effects of UV radiation from the sun. The top is made to protect the seats near the helm from the sun. Do not use as protective cover. Instead use a mooring cover made specially for that purpose.

If the top is wet, leave it open to permit the drying of the seams. Sometimes, put up the top and the side panels and clean it with a cool water jet. Sweep and brush the under the top.

Never fold or roll up a wet top.

Convertible top installation

1. Put together the front posts to the support fittings being on each side of the pontoon.
2. Remove the storage bag and unroll the top.
3. Lift and push the front posts forward as much as possible.
4. Fix the back of the top on each side of the pontoon by using the snap fasteners.
5. Close and tie up each of removable panels of the convertible top to the pontoon sides by using the zips.
6. Grab the front posts near the support fittings and pull them back by tightening all the device.
7. Fix the top rear panel by using the zip. Fix it to the pontoon by using the snap fasteners. Fix the sides by using the snap fasteners.

Battery

Check regularly the battery cables solidity.

Motor compartment

Check the state of component.

! WARNING !
Do not start the engine when there is a leak or fuel smell. See immediately an ARMADA authorized pontoon dealer to fix the problem.

Propeller

The propeller size is at the choice of the owner. Check with your Armada authorized pontoon dealer to get a propeller having performance criterions more specific to your pontoon and his motor.

Steering system

By means of other person, make sure that the steering operates freely.

Throttle system

Check several times if the throttle lever moves freely and slowly.

Gear system

Check if the selector lever operates and moves properly.

Automatic level control (Trimmer)

Check the condition and the operating of the automatic level control flaps.

INSTRUCTIONS FOR USE

Engine starting

The following information is only an overview of instructions for the engine starting. With its pontoons, ARMADA offers different accessories, options, and types of engines because of a partnership with engine manufacturers (Suzuki, Yamaha, Mercury). The information contained in the engine manufacturer's manual is certainly more detailed. Be sure to read it and understand all the instructions. Consult an ARMADA authorized dealer for further details about the engine.

! NOTICE !

Carry out to pre-use verification before the using of pontoon et be sure to know each control and their function. If a control or a function is not understood, communicate with an ARMADA authorized pontoon dealer.

! NOTICE !

ARMADA offers different types of motors and accessories. Always start the motor in accordance with the procedure explained in the motor's manufacturer guide. Be sure to read and respect all the directives. Consult an ARMADA authorized pontoon dealer for further information.
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1. Moor the pontoon to the dock before starting the engine. Let the pontoon moored until the engine is running and hot.
2. Check the lubrication liquids level. Check the fuel reserves and make sure to have enough for the planned tour.
3. To prevent explosion and fire, be attentive to any suspicious smells.
4. Check that the read gauges are standards. If not, shut off the engine. Determine the cause of the problem and correct it.

! DANGER !

The fuel emanations are very explosives. Check to be sure there is no vapor and no fuel accumulation in the motor compartment and in the fuel tank area.
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! NOTICE !

Do not operate the starter non-stop during more than 15 seconds. Let cool the starter at least during 3 minutes before trying again.

Motor audible cue system

This pontoon can be equipped of an audible cue that indicates a motor overheating, a wrong pressure of the motor or transmission oil. All the inboard engines are equipped of this audible cue system which is situated under the scoreboard. To check it, turn the ignition key at **ON** position when the motor is at **OFF** position. If the audible cue goes off after having started the motor or when the engine is operating, switch off the pontoon immediately and consult an ARMADA authorized dealer. The outboard engines are not equipped of an audible cue.

Dock departure

When the engine is warm, the pontoon is ready to leave the quay. Before casting off, check all the gauges and the steering system. Leave slowly the quay and avoid the sharp turns to prevent to get in touch with the dock, the pilotis or other boats.

Gear change

To start, push the button under the handle of the control lever and place the control lever forward to advance the pontoon. Make a stop to neutral before going from one direction to the other (Forward to Reverse). Push the button under the handle and bring back to drive back the pontoon. Move the lever quickly and without hesitation. When the pontoon high-speed travels, let it gradually slow down before changing gear.

! NOTICE !

If you shift in reverse when the pontoon high-speed travels, water could enter over the scoreboard and the pontoon could fill with water. Always slow-moving run when it is in reverse position.

Acceleration

After running slowly the pontoon far from the shore, it is possible to accelerate to achieve the cruising speed. At the time of acceleration, the tilt of the pontoon is increased. This can obstruct visibility from helm, especially if passengers are seated there.

As the pontoon accelerates, the tilt decreases until the achieving of his planing attitude. You may need to adjust your speed or the position of the trim tabs to restore a good visibility and a stable riding.

Steering system

The steering system of the pontoon is not automatically centered. The motor, the tightening of propeller, the tilt corrector flaps adjustment, the wake and the pontoon movement and the hull speed in the water influence the alignment. It is important to be very attentive to all these factors to ensure a safe navigation. Make sure that it is all clear ahead the pontoon (no craft or obstacle around). Avoid navigating near the swimmers.

Stopping

A pontoon has no brakes. Switch off the pontoon by letting it slow down unless 5 MPH (8 KM/H) then, shift in reverse. Slowly increase the reverse power will permit to stop on short distance.

Mooring

It is necessary to anchor the pontoon if you stop for a pause or in case of emergency. Consult an ARMADA authorized pontoon dealer to know which anchor type is best for your pontoon model and the length that you will need for your rope.

! CAUTION !

Fix the anchor properly to prevent damages or injuries if ever the pontoon position suddenly changes. Fix the anchor rope to the bow eye at the time of anchorage. Do not tie up the rope at any place being not adapted to support such tension.

Docking

As you approach the docking place, slow down and avoid making wakes. Check the currents and try to dock the pontoon to the quay with the aid of these currents. Approach to the quay at a 10 to 12 degrees angle, then lower the fenders. Make sure that these ones are to the right height. Tie up the docking ropes to fix the bow first.

! WARNING !

To prevent damages, maneuver the pontoon in slow motion at the time of using or docking in a confined space. Proceed carefully in the cluttered spaces and in the presence of strong winds also.

Maximum boarding weight

All the ARMADA pontoons have a capacity name plate. This plate indicates the maximal ridership for which the pontoon has been adapted. It also indicates the real weight, including the passengers and the equipment that the pontoon can carry in normal conditions.

Rough waters and an inclement weather will reduce the maximal capacity of the pontoon.

! WARNING !

Never exceed the maximal capacity. The pontoon could be submerged in rough seas. An excess load of the pontoon makes it more difficult to drive. At the time of the pontoon load, always equally respond to the weight. Firmly fix all the equipment to be sure that is not moving and that doesn't influence the pontoon functioning.

Slowly come aboard of the pontoon, do not jump. The passengers should come aboard one by one and immediately sit down. Those sitting in the bow area should not obstruct the view of the driver.

Towing

If you must tow the pontoon or another craft, always fix the towing ropes at the bow eye situated on the bow.



BOW EYE

! WARNING !

The tension caused by the traction can damage the pontoons if the towing ropes are not adequately tied. Never tie a towing rope to a mounting ring for water ski cable, to a deck wedge, to a railing or to an anchor winch because it could break away at the time of towing.

! WARNING !

At the time of towing, take the passengers away from the towing rope. If the rope was breaking, it could brusquely come to itself and cause serious injuries or the death of any person within on his trajectory.

Lifting equipment

The pontoon lifting is carried out with a special equipment and need some experience. For inexperienced people or without having the appropriated equipment, do not try to lift the pontoon. Ask an ARMADA authorized pontoon dealer for this service.

Capsizing

If the boat capsizes, and others were on board, find them and guide them to the safety of the hull. Even if the boat is floating upside-down, stay with it. Rescuers can spot a boat hull much easier than a human head sticking out of the water. Do not try to swim ashore; it may be further than it looks.

Make sure all your passengers wear their personal flotation devices (PFD) at any time for more safety.

AFTER USE AND GENERAL MAINTENANCE

Maintenance

Make sure that the pontoon and his equipment are always in good condition. Respect recommended maintenance programs. Place the pontoon protective cover (mooring cover) when this one is not in use. After using the watercraft in salted or dirty water, rinse it perfectly to prevent corrosion (osmosis).

Do only the maintenance operations prescribe in this manual. Communicate with your dealer for additional help or further information. In most cases, specific tools and a training are required to know how to do the maintenance or the repair. It is strongly recommended to do the maintenance and the repairs by an ARMADA authorized dealer.

General maintenance

In event of water in the pipes, unscrew the drain plug to permit the flow of water.

With clean and dry cloth, wipe the liquid that could be in the motor compartment. This operation is particularly important when the pontoon is used in salt water.

All seats and benches must be open after each utilisation to ensure ventilation to avoid moistures. Important to install all necessary protective covers. Important to do not have humidity in the pontoon.

Particular maintenance following a using in dirty or salt water

Refer to the motor's manufacturer guide to know the recommendations relative to a freshwater inner rinsing after using it in salt, polluted or muddy water.

After a tour in salt water, rinse immediately all the pontoon surface with fresh water. If the pontoon is mainly used in salt water, polish the hull every month and apply a rust inhibitor on all the hardware.

! WARNING !

If the inner and outer rinsing of the pontoon and the anti-corrosion treatment are not done when the pontoon is used in salt water, it will be damaged, just like his components.

Electrical system

! WARNING !

The electrical system is made to prevent the short circuits or the overcharge. Only a mechanic specialized in maritime equipment should do the maintenance or electrical system and accessories modifications.

Battery/Fuses

Consult the battery dealer to know the capacity of the battery and the maintenance that required. The battery should be checked every 30 days. Additional protection is recommended.

! WARNING !

Do not overcharge the battery. The maintenance of the battery and his electrical components should be done only by the ARMADA authorized pontoon dealer.

Supply system

Make sure that the fuel pipes don't have wear visible marks or anomalies. Refer to the motor's manufacturer guide to know the good procedure regarding the check up and site of the fuel filter being on the gasoline engine.

! WARNING !

The gasoline vapors are very explosive. Always shut off the engine. Do not smoke. Stay away from the flames and sparks at the time of fuel filter replacement.

Steering system

Power steering is optional on ARMADA pontoons. Make sure you use the right system according to the engine chosen. This is the responsibility of the authorized ARMADA dealer or the owner of the pontoon. Refer to the engine manufacturer's manual for required maintenance.

! NOTICE !

The steering system should be in good condition to ensure a safe navigation. A lubrication, an inspection and a tuning frequently done by an ARMADA authorized pontoon dealer are recommended.

! NOTICE !

Respect the environment by avoiding all fuel, oil or cleaning solution spill in the waterway.

Transport

Refer to the guide of the trailer manufacturer to know its capacity, its use principles, its maintenance, its accessories, and its warranty.

! WARNING !

An inadequate towing could cause injuries and damage the equipment. Familiarize yourself with the adequate towing procedures before you hit the road with the pontoon. The total weight of the loaded trailer should not exceed the capacity mark indicated on the hitch of your trailer. An excess load could cause a hitch breaking and so cause accidents.

Towing instructions

Remove the stern light (if it is installed). Make sure that all de storage compartments are securely locked. Cover the pontoon with a mooring for ARMADA pontoon, especially before driving on dusty roads.

1. Make sure that the pontoon and equipment weight is distributed equally on the trailer.
2. Check the wheel bearings and the nuts before each departure.
3. Make sure that the pontoon is adequately tied with a safety chain.
4. Do not tow the pontoon when his cover is installed.
5. Make sure that the trailer lateral supports are adequately tied. Check that the bolts holding the rollers and the stands are adequately tightened.
6. Check the brakes and the trailer lights.

Use only the trailer size appropriate to your pontoon and make sure that the trailer is equipped of required brakes.

Storage

Correctly rinse the hull with cool water. Wash the body and the trailer with a water-based and soap thickener solution (use only a mild detergent). Correctly rinse with cool water. It is recommended to entrust the storing of a pontoon to an ARMADA authorized dealer.

! WARNING !

Never store the pontoon if it is not completely dry.
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Frost

In the cold regions, where there is a risk of frost, an additional protection is recommended. Refer to guide of motor manufacturer to know the procedure about the motor protection against the frost.

Pre-season preparation

Given that technical knowledges and special tools are necessary depending on where you are leaving, consult an ARMADA authorized dealer for all the tips for an appropriate maintenance.

! WARNING !

Observe the recommendations of the passages entitled <u>NOTE</u> , <u>CAUTION</u> , <u>WARNING</u> and <u>DANGER</u> applies to the devices or the mechanisms to check. Replace the defective parts by ARMADA original parts or approved equivalent pieces.

SIMPLE PROBLEMS AND THEIR CAUSES

Trouble in moving the accelerator lever:

Possible causes: Corroded or twisted cable
 Motor problem

Excessive vibrations:

Possible causes: Damaged propeller
 Motor problem

Electrical system problem:

Possible causes: Blown fuse or open circuit
 Loosen wiring connexion

Switch or gauge defective:

Possible cause: Low battery

ELECTRICAL DIAGRAM

Ask Armada or your authorized dealer for more information.

ARMADA does not hold himself responsible of the validity of the information collected from publications and/or information collected from a publication or Website. It is the responsibility of the watercraft owner to stay on top about the laws and the rules in force in his region/country.

ARMADA cannot be held responsible for any problems and/or accidents or other problems resulting from improper use of the boat.