



Tome 2 - Volume 2 - Teil 2 - Tomo 2

COMMANDO

C 3 - C 4 - C 5


ZT03890

Edition 4

Commando



LIRE ATTENTIVEMENT CE MANUEL AVANT LA MISE EN SERVICE DE VOTRE BOMBARD.
CAREFULLY READ THIS MANUAL BEFORE OPERATING YOUR BOMBARD
LEGGERE ATTENTAMENTE PRIMA DE INIZIARE IL MONTAGGIO DEL VOSTRO BOMBARD.
VOR INBETRIEBNAHME IHRES BOMBARD VORLIEGENDES HANDBUCH AUFMERKSAM LESEN.
LEER CUIDADOSAMENTE ESTE MANUAL ANTES DE PONER EN SERVICIO SU BOMBARD.

| | |
|---|---|
|  WARNING | <ul style="list-style-type: none"> ● CAREFULLY READ THIS MANUAL BEFORE OPERATING YOUR BOAT. ● THIS OWNER'S MANUAL IS IN TWO VOLUMES THAT MUST BE KEPT TOGETHER. |
| <p>NOTICE:</p> | <p>THE OWNER'S MANUAL IS IN TWO VOLUMES:</p> <p>- VOLUME 1 DEALS WITH OPERATING PRECAUTIONS AND SAFETY RECOMMENDATIONS THAT MUST BE OBSERVED.</p> <p>- VOLUME 2 DEALS WITH TECHNICAL SPECIFICATIONS AND ASSEMBLY PROCEDURE OF THE BOAT AND ITS EQUIPMENT.</p> |

VOLUME 2 TECHNICAL SPECIFICATIONS - ASSEMBLY PROCEDURE

Bombard™

Commando

C 3 - C 4 - C 5

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ASSEMBLY PROCEDURE

We recommend that you follow the specific order of the assembly procedure. Proceed step by step and refer to the corresponding pages.

| PROCEDURE | PAGE | SECTION |
|--|--------|----------------------|
| 1. inventory the elements composing your boat, and learn how to recognise them | 2 | CHECK ON UNPACKING |
| | I – IV | DESCRIPTION |
| 2. activate valves in inflating position | 5 | INFLATION SYSTEM |
| 3. slightly inflate the main buoyancy tube | 6 | INFLATION |
| 4. assemble the floorboard | 3 – 4 | ASSEMBLY |
| 5. finish inflation of the boat to the correct pressure | 6 - 7 | INFLATION / PRESSURE |

CHECK ON UNPACKING

| | |
|---|--------------------------------|
|  CAUTION | DO NOT USE A SHARP TOOL |
|---|--------------------------------|

The pack must contain: 1 buoyancy tube +

| <i>Commando</i> | C 3 | C 4 | C 5 |
|----------------------------|-------|-------|-------|
| Floorboard | Alu | Alu | Alu |
| Number of pieces | 3 + 3 | 3 + 3 | 3 + 3 |
| Stringers | 2 | 2 | 2 |
| Wooden keel (3 elements) | X | X | X |
| Owner's manual (2 volumes) | X | X | X |
| Repair kit | X | X | X |

Standard equipment

| | | | |
|------------------|---|---|---|
| Paddle | 2 | 2 | 2 |
| Pressure gauge | 1 | 1 | 1 |
| Foot-pump | 1 | 1 | 1 |
| Mast and pennant | 1 | 1 | 1 |
| Carrying bag | 2 | 2 | 2 |

You can equip your boat with many optional accessories (transportation wheels, boarding ladder, lifting rings etc.). Ask your dealer to advise you.

NOTICE :

IF YOU WISH TO ADD LIFTING RINGS, YOU MUST FIX THEM ON THE BUOYANCY TUBE, NEVER ON THE FLOOR

ASSEMBLY

Choose a smooth and clean surface



IF THE BUOYANCY TUBE WAS STORED AT A TEMPERATURE BELOW 0°C / 32°F, LEAVE IT AT 20°C / 68°F FOR 12 HOURS BEFORE UNFOLDING.

FLOORBOARD ASSEMBLY

- Sprinkle some starch in the angle (joint of the buoyancy tubes to the bottom) to facilitate fitting.



NEVER USE TALCUM POWDER

- **Make sure you identify the parts and direction in which they fit:**
 - The floorboard consists of 3 main sections and 3 sections in the bow [fig 1] you can identify the good position of sections by the stickers located on the right corner of each section.
 - The bow sections have an upside and a downside. The upside is identified by a label representing the sun (11).

1. **Slightly** inflate the tube
2. **Insert** the bow section (1) into the angle at the bow.
3. **Insert** keel element (7) under element (1) until stop blocks get fixed [fig.2]
4. **fit** element (8) and (9) of the keel as an apex (in a tent-like position) [fig.2]
5. **carefully flatten** this apex so that the two elements are aligned. Another person can help raising the bow of the boat up to 40 cm; otherwise, you can settle the bow of your boat on a 40 cm high spacer that you will remove once assembly is over.
6. **Respecting the order** : **slide** element (2) against element (1), element (3) against element (2) then slide element (6) against the transom retaining batten (10) [fig 6], and position elements (4) and 5 as an apex. [fig.3]. **IMPORTANT:** Check the good position of the keel into its blocks.
7. **Flatten** the apex by standing on it (in the boat) and pulling the lifelines to prevent the fabric being pinched [fig. 5].
8. **Assemble** the stringers (see instructions below).

ASSEMBLY OF THE STRINGERS

The stringers are essential to good working of the boat: they lock the floorboard together and rigidify its structure.

1. **Position** the stringer on the edge of the floorboard. The reference mark on the stringer must remain on top (**the thicker part should be towards the top**) [fig. 7].
2. **Fit** the stringers between the two buffers of sections 4 and 6 [fig. 4 - 7].
3. **Rotate** the stringer in the angle so as to press them against the bottom [fig. 7].
4. Because of the self-locking system of the floorboard, the stringers will fit into place once the buoyancy tube is inflated.

ASSEMBLY

fig 1-A

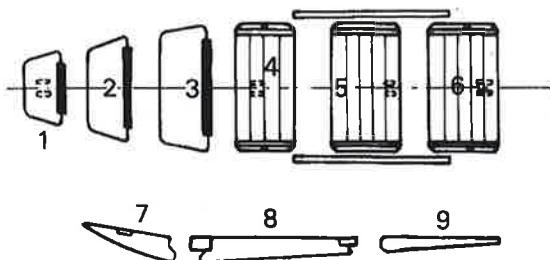


fig 1-B

a- floorboard
c- angle
b- tube
d- bottom

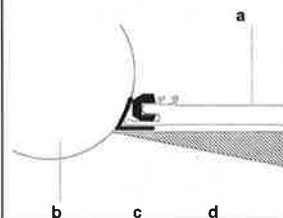


fig 2

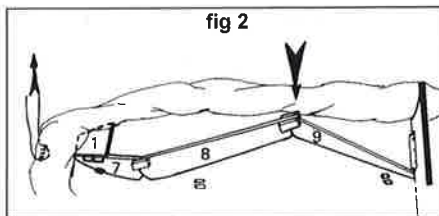


fig 3

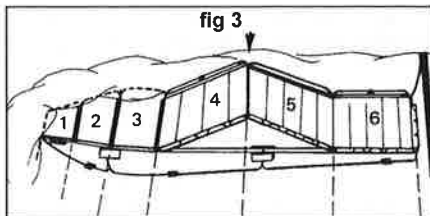


fig 4

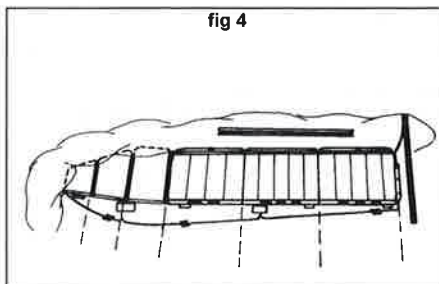


fig 5

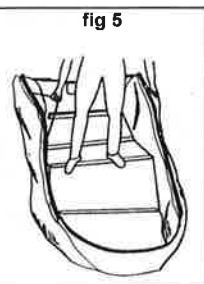


fig 6

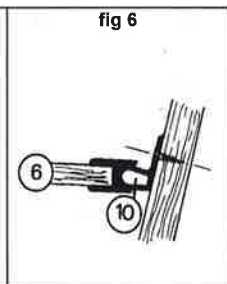
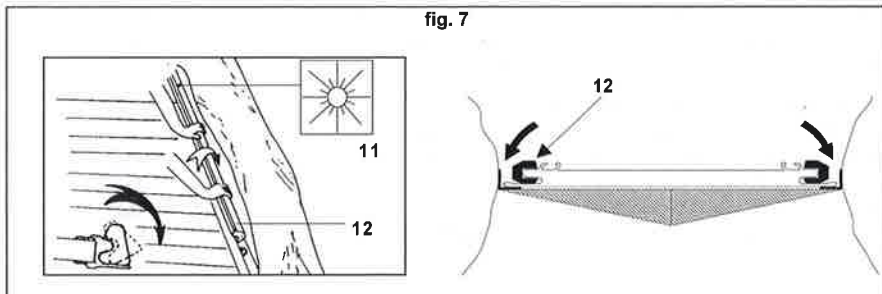


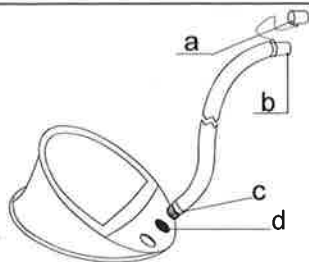
fig. 7



INFLATION SYSTEM

THE FOOT PUMP

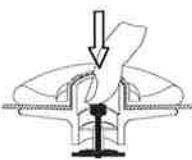

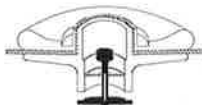
- a. connecting tip
- b. hose end piece
- c. hose base
- d. outlet for inflation



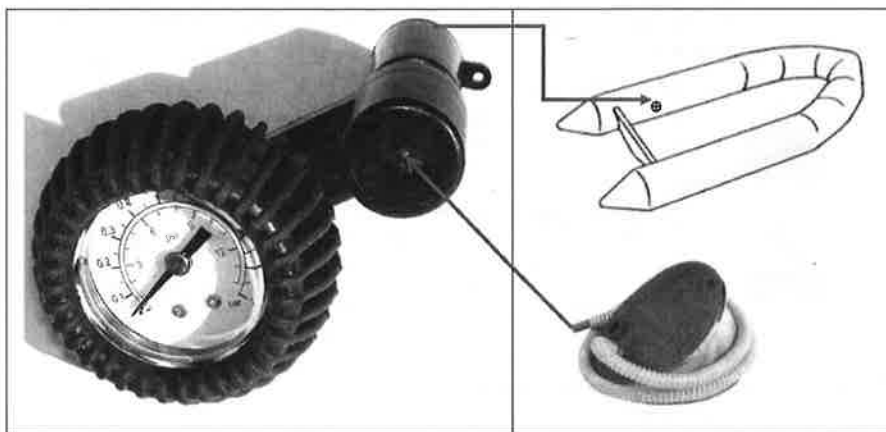
E
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THE EASY PUSH VALVES

To activate the **easy push valves**:

| To change position | In inflating position | In deflating position |
|---|---|---|
|  <p style="text-align: center;">Push</p> |  <p>The membrane is closed, the knob is up</p> |  <p>The membrane is open, the knob is down</p> |
| <p>NOTICE: TO SCREW OR UNSCREW THE VALVE CAPS, TURN WITHOUT PRESSING OR FORCING (THIS COULD UNSCREW THE INNER VALVE SYSTEM).</p> | | |

THE PRESSURE GAUGE



INFLATION

Activate all valves into inflation position.

Fit the hose to the foot-pump.
To inflate your boat properly, the bottom side of the foot-pump must rest on a flat ground.
Pump evenly to inflate rapidly.



WARNING

DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR

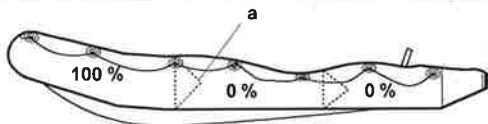
You can use the electrical air pump *ACCESS* (ask your Dealer).

TO INFLATE THE BUOYANCY TUBE

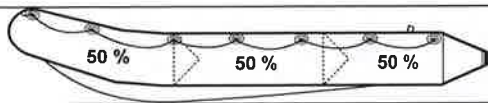
- Insert the pump hose end piece (add the correct connecting tip for the semi-recessed valve)
- Inflate (**pressure = 240 mb, refer to PRESSURE section**) making sure that each compartment is equal. When correctly inflated, the internal bulkheads (a) are not visible.



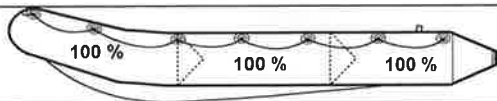
NEVER COMPLETELY INFLATE A COMPARTMENT TO FULL PRESSURE IF OTHER COMPARTMENTS ARE TOTALLY DEFLATED



1



2



Inflation is over: fit the valve caps tight (clockwise).

NOTICE :

A slight air-leak before screwing the valve caps is normal.
ONLY THE VALVE CAPS CAN ENSURE FINAL AIR TIGHTNESS.

PRESSURE

The correct pressure for the buoyancy tube 240 mb/3,48 PSI

If your boat is not equipped with a **ACCESS** pressure indicator, we recommend that you purchase one from your Dealer. This will permit a quick and efficient control of the pressure during inflation. Without a pressure indicator, stop inflating when the foot-pump gets difficult to operate, and the boat is « hard » (you should not be able to bend the cone ends).

Ambient temperature of air and water have an effect on the boat's internal pressure

| Ambient temperature | tubes' internal pressure |
|---------------------|--------------------------|
| +1°C / +1,8°F | +4 mb / 0,06 PSI |
| -1°C / -1,8°F | -4 mb / 0,06 PSI |

Therefore, it is important to anticipate:

Because of temperature variations (especially when this variation is important between the beginning and the end of the day, in hot areas) check and adjust the pressure in the inflated compartments by inflating or deflating. Be sure that pressure remains within the recommended zone, between 220 mb/3,10 PSI and 270 mb/3,85 PSI (green area).

RISK OF UNDERPRESSURE

EXAMPLE: Your boat is in direct sunlight on the beach (temperature =50°C/122°F) at recommended pressure (240 mb/3,48 PSI). after putting it in the colder water (temperature =20°C/68°F), the internal temperature and pressure of the tubes will both drop (up to 120 mb/1,7 PSI) and **YOU WILL HAVE TO INFLATE AGAIN** until you regain the lost pressure due to the difference in temperatures. Therefore, a loss of pressure at the end of the day when ambient temperature drops is perfectly normal.

NOTICE :

Proper inflation is critical to the performance of the boat. It is the pressure in the tubes that gives your boat the necessary rigidity to perform well. Under-inflation causes improper flexing of the tubes which will result in stress and chafe

RISK OF OVERPRESSURE

EXAMPLE: Your boat is inflated to the recommended pressure (240 mb/3,48 PSI) at the beginning of the day (low ambient temperature =10°C/50°F). Later in the day, your boat is in direct sunlight on the beach or on a yacht's deck (temperature =50°C/122°F). Internal temperature of all inflated compartments can then increase and reach up to 70°C/158°F (especially for dark-coloured tubes). The consequence will be a doubling of previous pressure (480 mb/6,8 PSI). **YOU WILL THEN HAVE TO DEFLATE** until you reach the recommended pressure.



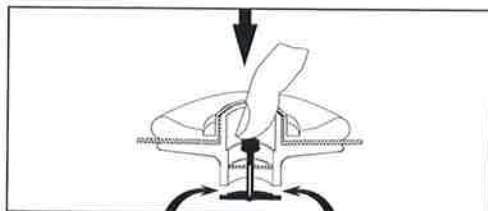
WARNING

WHEN YOUR BOAT IS OVER INFLATED, PRESSURE BECOMES TOO STRONG FOR THE INFLATABLE STRUCTURE, AND COULD CAUSE A BREAK IN THE FABRIC ASSEMBLY

IN CASE OF OVERPRESSURE

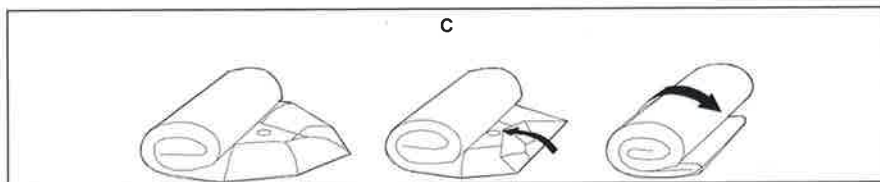
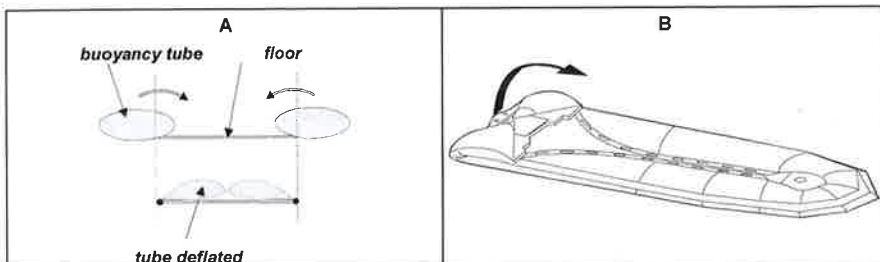
EASY PUSH VALVE :

Deflate by pressing the spring loaded button.



DEFLATING / FOLDING THE BOAT

1. **Deflate** the boat.
2. **Replace** the valve protections.
3. **Remove** paddles and equipment.
4. **Remove** the floorboard and keel.
5. **Empty** the boat of all water and sand by opening the self-bailers, dry it.
6. **Fold in** the 2 sides of the main buoyancy tube (A), fold the cones onto the transom, then **roll up** the boat around the transom (C). Start again if you feel there is still some air left in the tubes.



Stow the boat in its bags as follows (D):

- . In the **first bag**, stow the floorboard sections and keel, in the **second** the buoyancy tube.
- . **Close** the bag and fasten the two front straps.
- . **Tighten** the side ropes (make sure that all equipment stays inside).
- . **To finish**, store the foot-pump in the front pocket.

