

Aquaglide

Multisport™ 270
Owner's Manual

Pour un manuel en français , allez à:

Für ein Handbuch in Deutsch, zu gehen:

Para un manual en español, vaya a:

www.Aquaglide.net

By opening and assembling this product, you are agreeing (1) to be bound by the terms set forth on page 27 and (2) to require anyone using this product to be bound by such terms. If you are unwilling to be bound by these terms, return this product (before use) for a full refund.

Congratulations on the purchase of your Aquaglide® Multisport™270. You've joined tens of thousands of other satisfied owners who have discovered the fun and versatility of this unique craft. To ensure the best possible experience, please take the time to read carefully through this Owner's Manual.

The Multisport™270 is a compact, inflatable sailboat that converts easily for use as a windsurfer, towable, or kayak (when used with optional Kayak Kit). Compared to other sailboats, the Multisport™270 is lightweight, compact and very portable.

I. Package Contents

Before attempting to assemble the Multisport™, locate and familiarize yourself with each of the components included with your Multisport™270. These parts are shown on page 3 for reference.

II. Warnings

- Read and understand the Owner's Manual, including all warnings.
- Never use this product if you do not know how to swim.
- When on the water, always wear an appropriate life vest (PFD) approved by the authorities in your country of use.
- Adverse conditions can put you in a life-threatening situation. Conditions change rapidly, so be aware!
- Wear protective water shoes and/or a wetsuit when necessary.
- Use the buddy system. Sailing with others is safer and more fun than sailing alone.
- Keep clear of swimmers, and other water users. Stay out of swimming areas.
- When on the water, always stay with the Multisport™ hull. It provides flotation and visibility.
- Be sure to know the rules of marine navigation before you use this product. For more information and/or training on these rules, contact your local Coast Guard office or marine dealer.
- Know and understand the detailed warnings listed on page 4-5 of this Owner's Manual.

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A. Included Items



Roller Travel Bag



Tiller Handle



Rudder



Keel (2 pcs)



Sailing Harness



Main Sheet/ Uphaul Strap



Mastbase



Foot Pump



Multisport™ Hull



Sail and Sail bag



Mast



Boom

A. EN Warnings

The warnings shown below are designed to warn, caution and instruct regarding the proper use of this product.

Warning

- There is a risk of drowning.
- Maximum sail area is 4.1 m². Do not use with any parts not designed by the manufacturer for use with this product.
- Proper working pressure is listed as 1.0 psi (.069 bar). Do not use without proper inflation.

Caution

- Users must read and understand the Owner's Manual.

- All users must be capable swimmers.
- Keep at least 3 m (10 ft) away from other boats, docks, shore or any hard obstructions.
- Maximum number of users: 2.
- Children must always be under adult supervision
- Always wear a properly fitted life vest (PFD) approved by the authorities in the country of use.
- Maximum weight capacity: 181 kg (400 lbs).

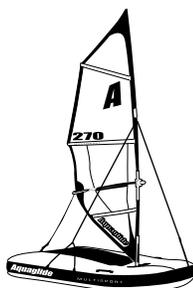
Limitations

- Not for use by children under 5 yrs of age.
- Do not use in strong, or offshore winds.
- Do not use in strong currents.
- Do not use in conditions in excess of the ability of the user.



Aquaglide, Inc.
#1 North Shore Dr SE
White Salmon, WA 98672
USA

Compliant with
DIN EN-15649, Class C, E



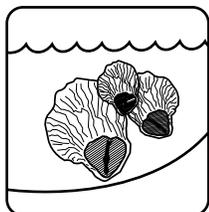
HULL L: 259 cm (102")
W: 152 cm (60")
H: 51 cm (20")

RIG Mast: 350 cm (138")
Boom: 145 cm (57")
Area: 3.1 m² (33 ft²)

B. Salt Water Warning

After using this product in salt water, rinse thoroughly with fresh water and dry completely before storage.

! WARNING



Prolonged exposure to salt water can damage and/or shorten the expected lifetime of this product. The marine environment includes many damaging elements including corrosion, abrasion and damage from marine life such as barnacles. Regular cleaning and rinsing with fresh water can reduce these risks.

DAMAGE CAUSED BY EXPOSURE TO SALT WATER IS NOT COVERED BY WARRANTY.

C. Tow Warnings

Please be mindful of the additional warnings which apply to the use of this product while towing behind a boat or personal watercraft.

! WARNING

BY OPENING THE VALVE AND INFLATING THIS PRODUCT YOU ARE AGREEING TO THE FOLLOWING TERMS AND CONDITIONS.

The user understands that use of this product and any of its components involves certain inherent risks, dangers and hazards which can result in serious injury and death. The user has read the owner's manual, fully understands and agrees to be bound by the terms of the Release of Liability, Claim Waiver and Assumption of Risk. Any and all users of this product must fully understand and agree to those terms.

If you are unwilling to be bound by these terms, return the product (before use) to the dealer or contact Aquaglide, Inc.

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements of risk in boating, skiing and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

TO INCREASE YOUR ENJOYMENT OF THE SPORT FOLLOW THE "WATERSPORTS RESPONSIBILITY CODE".

It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and the proper use of equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings, swimmers, or other watercraft. Boaters are responsible for the wake they leave behind and any damage caused by that wake.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a properly sized life vest (PFD) approved by the authorities in the country of use.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death.
- Never "platform drag" or touch a swim platform while the engine is running.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.
- Respect the waterways that we have access to and acknowledge that water is a precious resource we are allowed to use - water use is not a right, it can be taken away!
- Do not exceed the manufacturer's recommended number of users for your particular product.
- Use a tow rope of at least 3350 lbs. average tensile strength for pulling 3 people, 4100 lbs. average tensile strength for pulling 4 people, 7000 lbs. average tensile strength for pulling 5 people, 8000 lbs. average tensile strength for pulling 6 people, 10,000 lbs average tensile strength for pulling 8 people on an inflatable tube.
- The tow rope should be at least 50 feet in length but not exceed 65 feet.

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for more info go to:

III. Assembly - Sailboat

The best way to ensure a quick, efficient setup the first time you go to the water is to go through a preliminary assembly first. This may take up to an hour for some users. Once familiar, sailboat assembly typically takes about 10-15 minutes. Much of the assembly can be left in-tact, even in storage, simplifying assembly next time you use the craft.

A. Preparing the Hull

1. Locate a flat, dry area no sharp or abrasive features. A patch of grass or sandy beach near the water would work well. The best setup position will also make launching easy. NOTE: Dragging or sliding the Multi-sport™ over ground either before or after inflation can cause damage. Once in the setup/ launch position, unfold the Multisport™ hull completely and locate the inflation valves at the back of the hull.



2. Connect the foot pump hose to the "INFLATE" port on the foot pump, included. Place the opposite end of the foot pump hose with Rapid Inflate adaptor into the valve at the right hand (starboard) side of the Multisport™ hull. Inflate chamber #1, the perimeter chamber, to the proper working pressure of 1.0 psi (.069 bar).

During inflation, make sure that the bladder and cover are well aligned. There should be very few wrinkles in the cover. The rudder hole and valve holes should align well with the cover. It may be necessary to adjust the cover fit with the bladder partly inflated. Do this by massaging and pulling the bladder into position as needed. After inflation, seal the valve by screwing the valve cap on securely.

CAUTION: DO NOT EXCEED WORKING PRESSURE. Excessively high pressure can cause damage to the product and may void the warranty.

WARNING: Do not use an air compressor to inflate tube. Air compressors are designed for high pressure inflation and can cause tube to burst if over-inflated.



3. Next, move the pump to the valve at the left hand (port) side of the Multisport™ hull. Inflate chamber #2, the center chamber, to the proper working pressure of 1.0 psi (.069 bar). The hull should be firm with very few or no wrinkles remaining in the cover. After inflation, seal the valve by screwing the valve cap on securely.

CAUTION: DO NOT EXCEED WORKING PRESSURE. Carefully monitor air pressure in the hull, especially during hot weather or direct exposure to the sun. Release some air if necessary to reduce pressure.



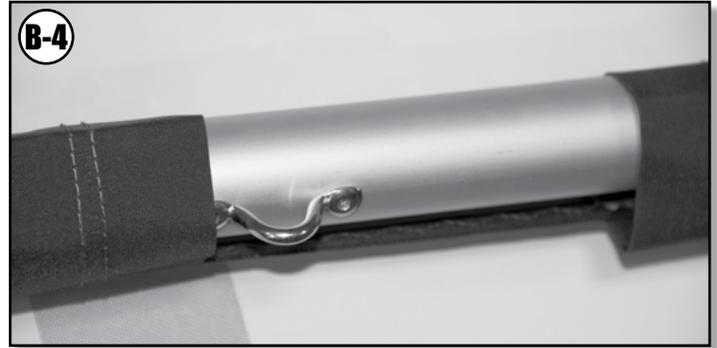
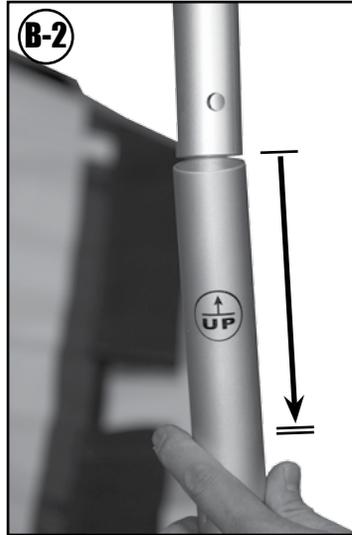
B. Preparing the Sailing Rig

1. Next, prepare the sailing rig. Roll out the sail on a soft, flat surface. A grassy area or the Multisport hull itself works well. If it's windy, try to pick a sheltered area, as the sail will catch wind immediately.



for more info go to:

2. Assemble the upper and middle mast sections by sliding the upper section inside the middle one until it is fully seated.



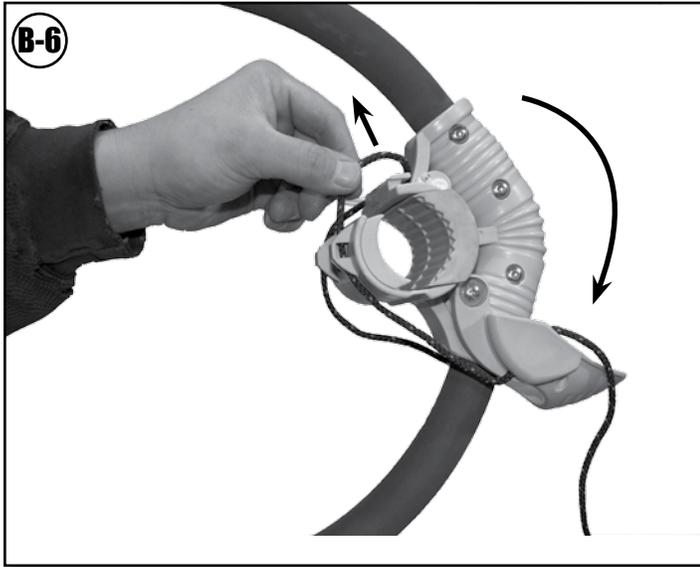
4. The mast should seat firmly into the very top of the sleeve and the stainless padeye on the mast should be in the luff sleeve's upper cutout, facing out as shown in photo B4.

3 Keeping these two mast sections together, slide the mast into the sail luff sleeve.

5. Slide the lower mast section through the bottom part of the sail luff sleeve. Connect the lower and middle mast sections, making sure that the sections are seated together completely at the joint.

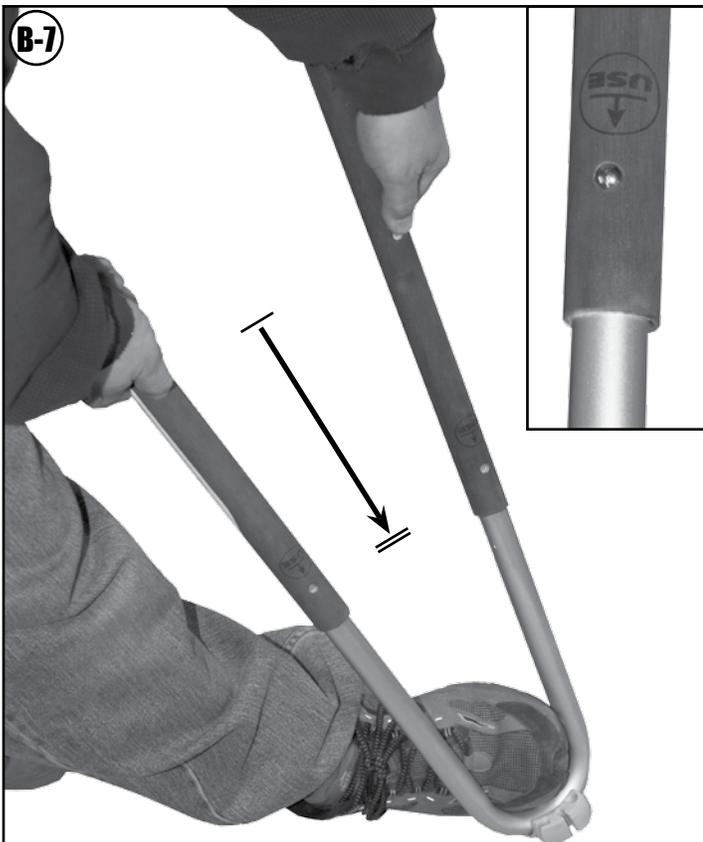


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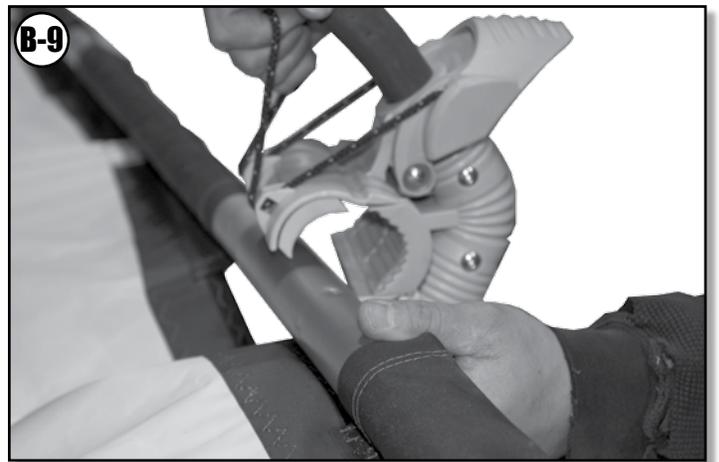
6. Open the clamp at the boom front end and remove the rope loop from the retainer hook as shown in photo B6.

7. Extend the boom to its full length. The boom is set to the proper length when the spring pins are in the "USE" position as shown below. To lengthen, simultaneously press both spring pins and pull outward on the tail of the boom until the pins snap into the USE position.



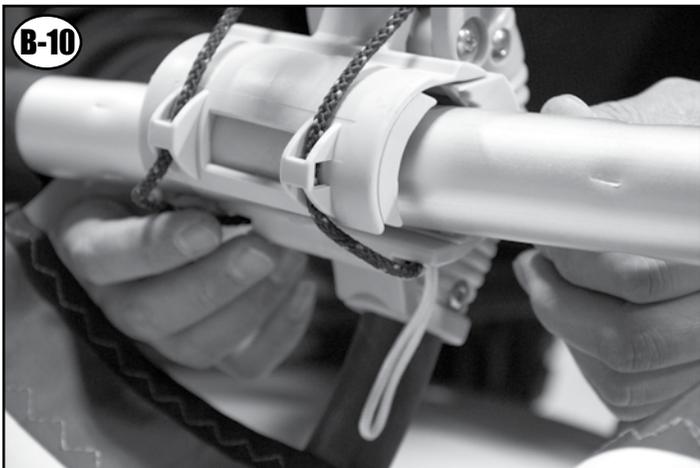
8. Next, Slide the boom upward from the bottom of the sail, threading the sail through the space between the boom arms. The boom connects to the mast through the lower cutout in the luff sleeve.

9. With the boom clamp open, pry the grip section open enough to insert the mast. The grip section is designed to flex enough to accommodate the mast.



10. Pass the rope loop around the back of the mast and over the retainer hook. Before closing the clamp, position the boom roughly in the middle of the sail's lower sleeve cutout. See photo B10 on following page.

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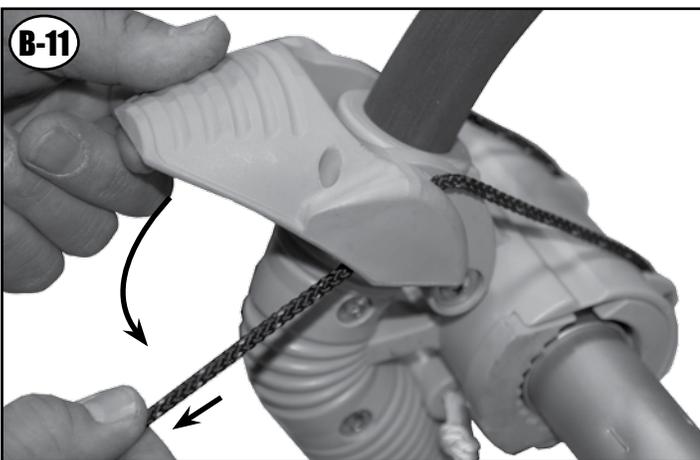


11. Close the clamp to secure the boom on the mast. The clamp should close with a snap when using firm pressure. Tighten the rope (if necessary) by pulling it through the cleat in the front clamp. If it is too loose, the boom will slip on the mast. If it is too tight, the clamp will not close.

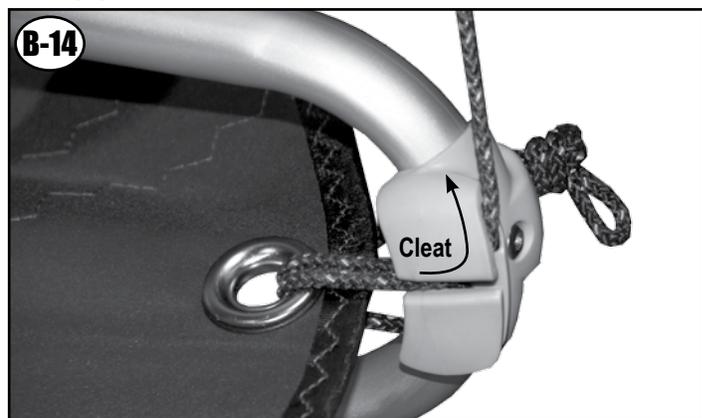


13. Thread the line around the retainer at the back of the boom (A), through the clew gromet a second time (B) and to the back of the boom again (C) as shown in photo B13.

14. Engage the line in the embedded cleat as shown in B14.



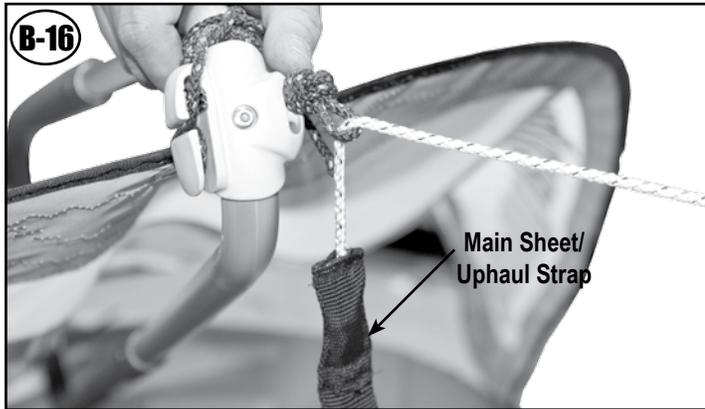
12. Next, connect the back corner of the sail, known as the clew. Feed the boom clew line through the gromet in the clew of the sail as shown in photo B12.



15. Wrap the remaining line around the boom tube with several turns, making sure to keep the line engaged in the cleat. Secure the tail by tucking it under a previous turn and cinching tight.

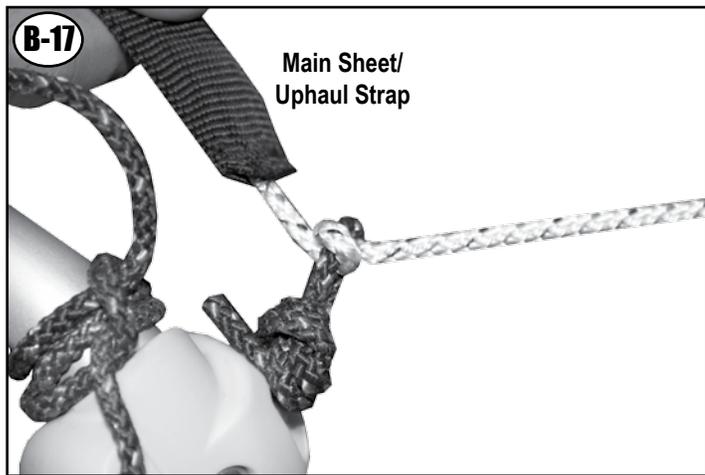


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16. Next, tie the Mainsheet/ Uphaul Strap to the back of the boom. Thread the white rope at the top portion of the Mainsheet Strap through the black rope loop at the back of the boom.

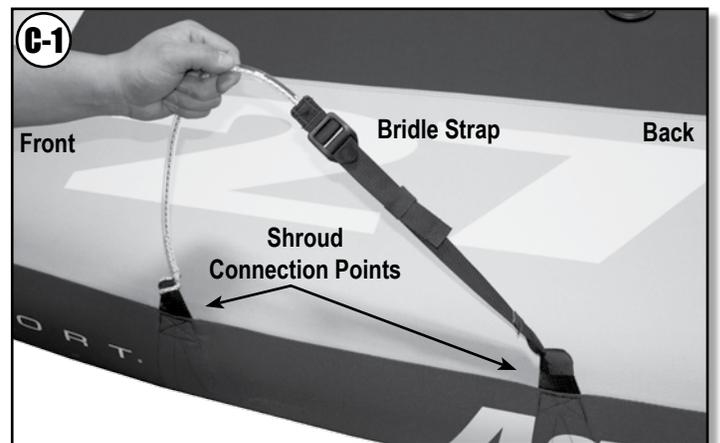
17. Take an additional turn around the black loop.



18 - 19. Tie the white rope to itself using a double half hitch or similar secure, non-permanent knot, as shown in photos B18 & B19.

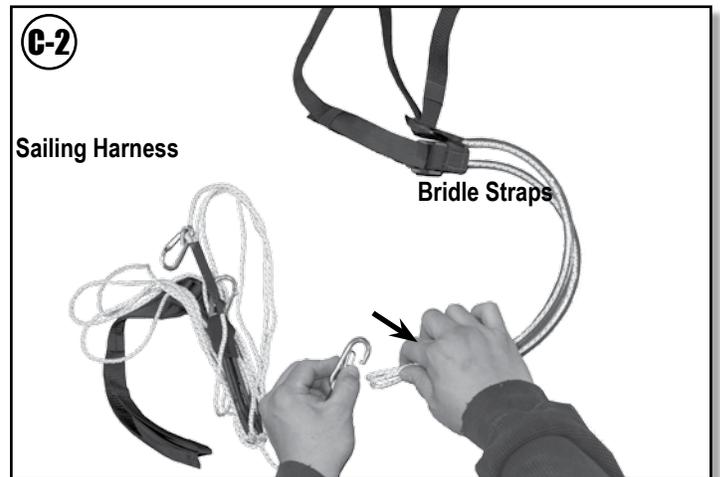


C. Preparing the Sailing Harness

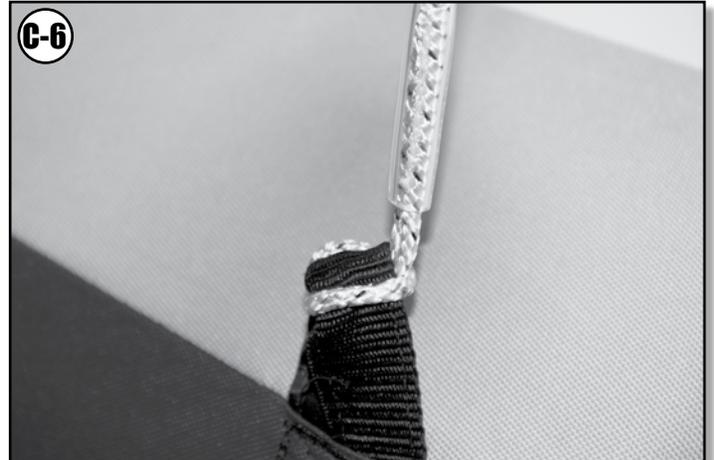


1. Next, prepare the sailing harness. The first step is to install the bridle straps. Photo C1 shows one bridle strap completed on the left (port) side of the hull. Steps C2 through C11 are taken during initial setup, however, for sailboat use, the bridle straps can be left on the hull indefinitely. For windsurf, tow or kayak use, the bridle straps should be removed.

2. Locate and remove the two bridle straps from the sailing harness as shown. The bridle straps have webbing and a clear tubing section.



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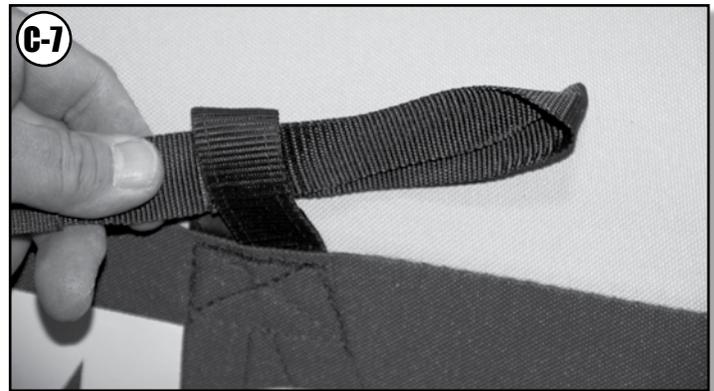
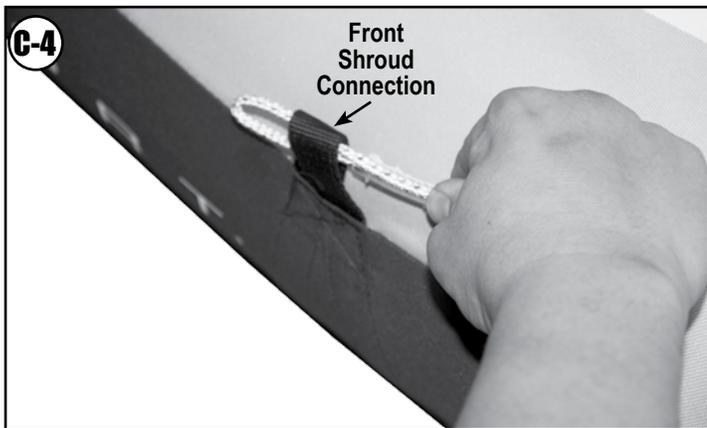


3. To attach the bridle straps, first separate each into two parts by releasing the webbing at the buckle. Begin on one side of the hull following the steps to photos C4 - C10. The left (port) side of the hull is shown.

6. Tighten to secure.

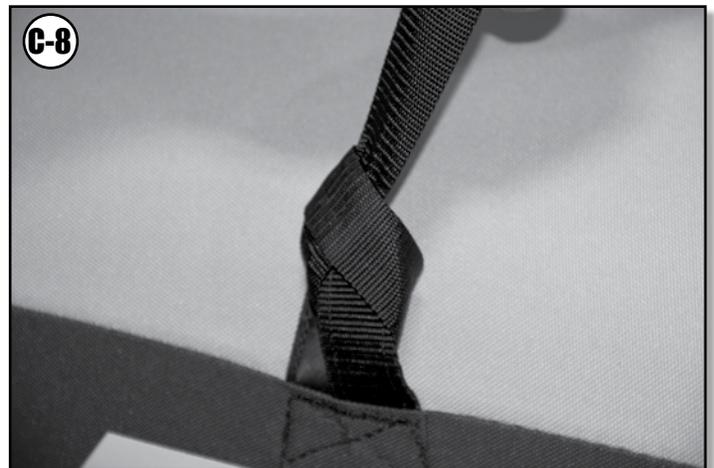
4. Push the rope loop of the bridle strap through the front shroud connection as shown in photo C4.

7. Next, take the webbing loop through the back shroud connection.

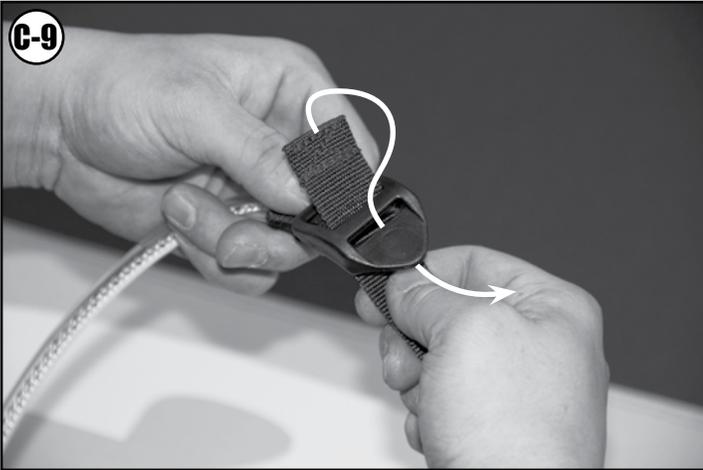


5. Take the buckle end of the strap through the rope loop as shown in photo C5.

8. Similar to the previous steps, take the plain end of the webbing through the webbing loop and cinch to secure.

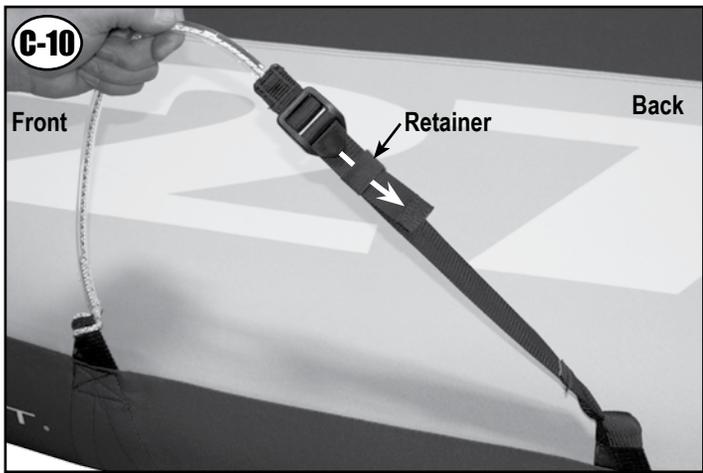


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9. Reconnect the webbing to the rope using the ladder lock buckle.

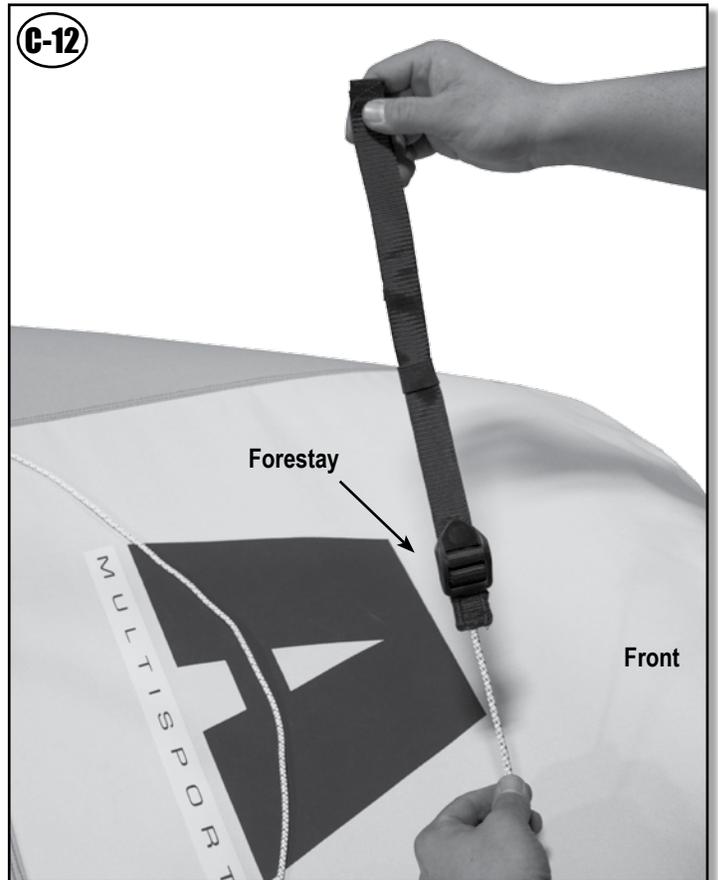
10. Once connected, leave the bridle strap as long as possible. Tuck the webbing end through the elastic retainer to secure it.



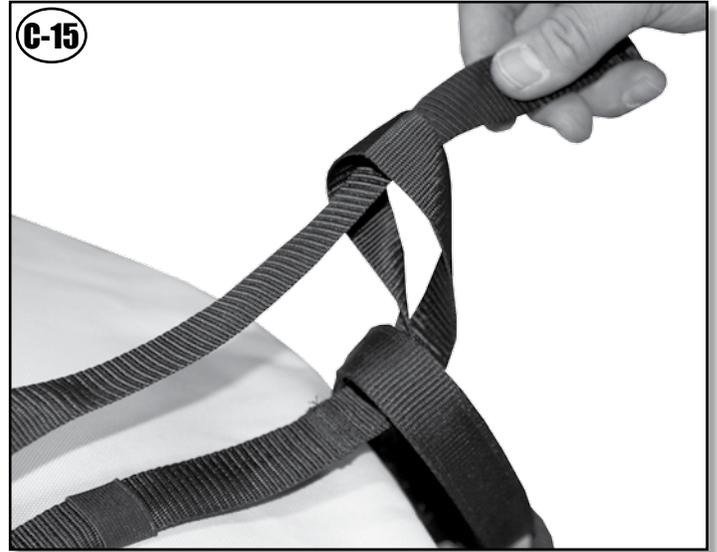
11. Repeat steps C4 - C10 to install the second bridle strap on the opposite side of the hull. Once completed, the hull should look like the photo in C11 on the following page.



12. Next, locate the last remaining webbing strap on the sailing harness. This strap is part of the forestay, which goes to the front of the hull.



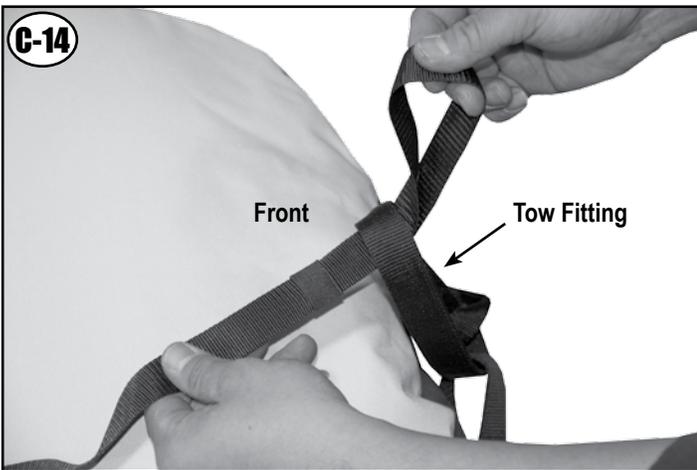
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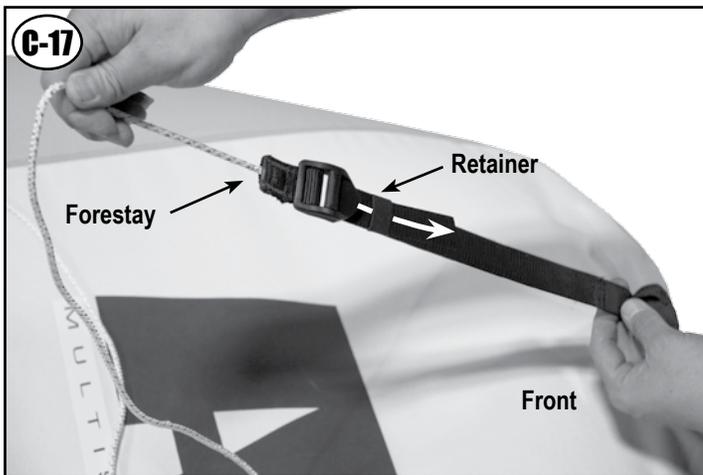
15 - 16. Take the plain end of the webbing through the webbing loop and cinch to secure as shown in C15 and C16.

13. Remove the webbing from the ladder lock buckle on the forestay.

14. Take the webbing loop through the tow fitting at the front of the hull.

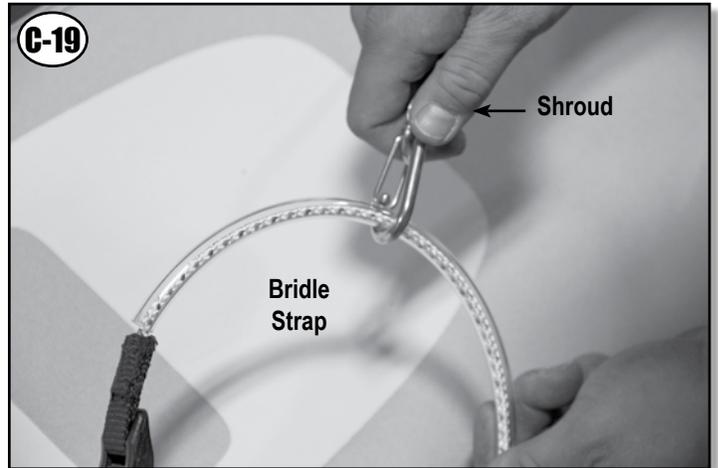
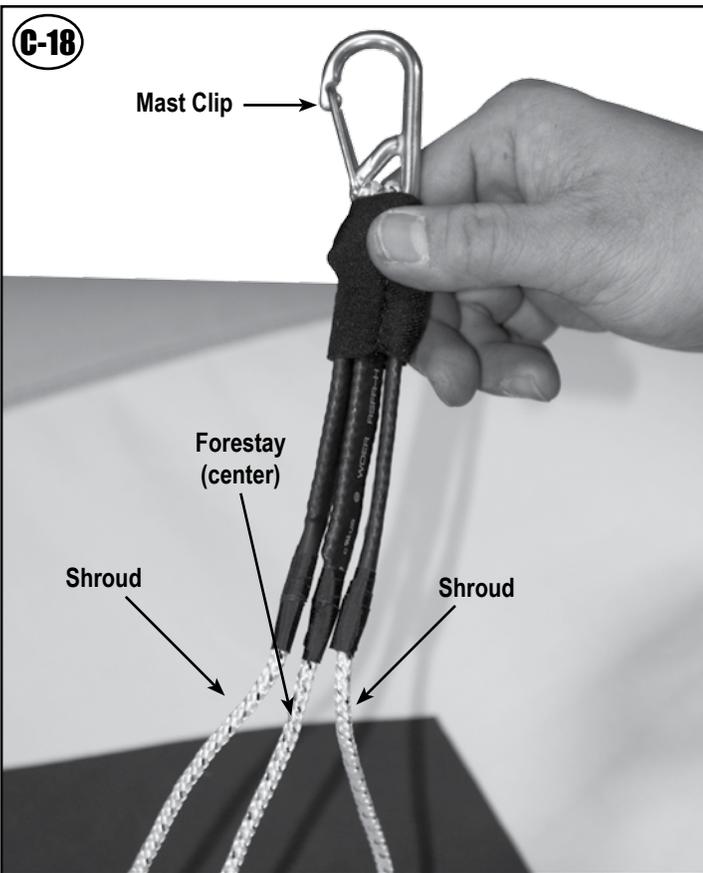


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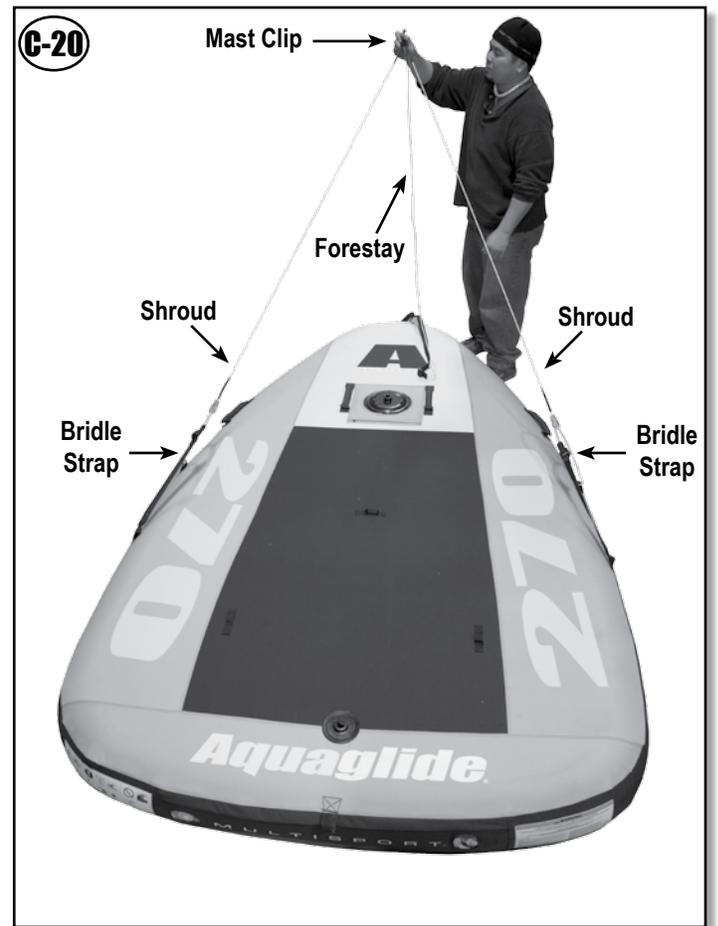
17. Reconnect the webbing strap to the forestay using the ladder lock buckle. Once connected, leave the webbing strap as long as possible. Tuck the webbing end through the elastic retainer to secure it.

18. Work from the hull upward along the forestay, clearing the other lines away so there are no twists or tangles in the lines. Once you reach the top of the forestay, locate the stainless mast clip. Identify the mast clip by the three lines coming from it. The center line should be the forestay. The lines on each side are called the shrouds.



19. Choose one shroud and connect it to one of the bridle straps on the side of the hull using the stainless clip at the bottom of the shroud. Repeat this process with the other shroud, making sure that there are no twists or tangles in the lines.

20. The finished sailing harness should look like the photo in C20, with the mast clip at the top.



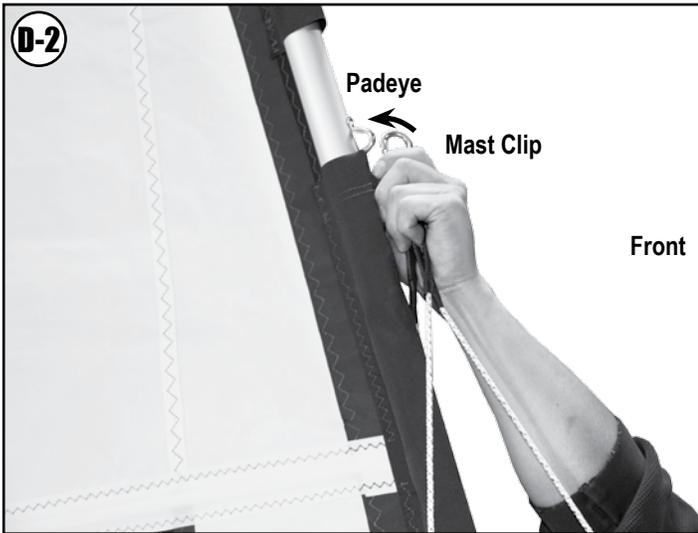
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D. Attaching the Rig



1. Next, you are ready to attach the sailing rig. If the setup area is exposed to the wind, align the hull so that the front points directly into the wind. This will help prevent the wind from catching the sailing rig and tipping it over during setup. Lift the sailing rig into position with the mast over the mast step and toward the front of the hull.

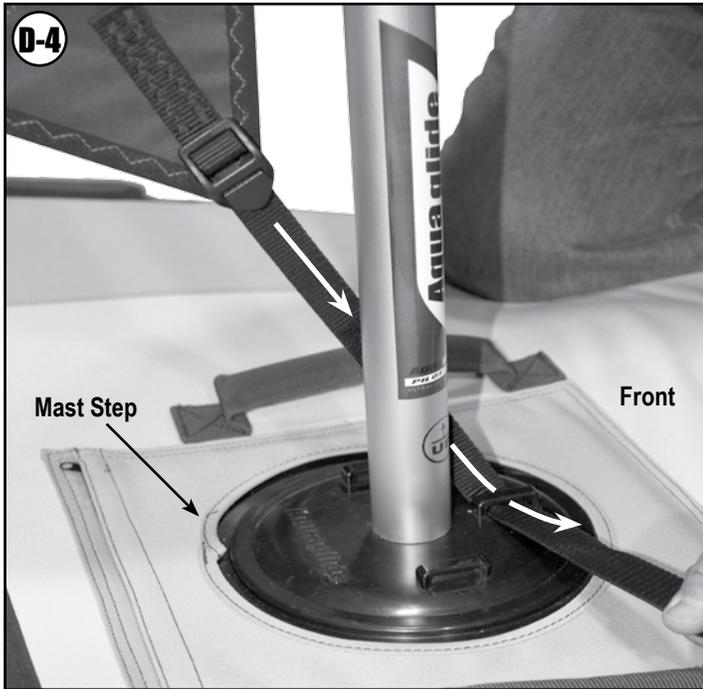
2. While holding the rig upright and angled back slightly, connect the mast clip to the stainless padeye on the front of the mast. You may need to stand on the inflated hull to reach the padeye.



3. Once the mast clip is connected to the padeye, pull the rig toward the front of the hull while tightening the webbing strap at the bottom of the forestay. Bring the mast to an upright position. Check the mast alignment front to back, as well as side to side. Adjust the bridle straps and forestay as needed to bring the mast 90 degrees to the horizon, bringing all three lines of the sailing harness into a snug, even tension.

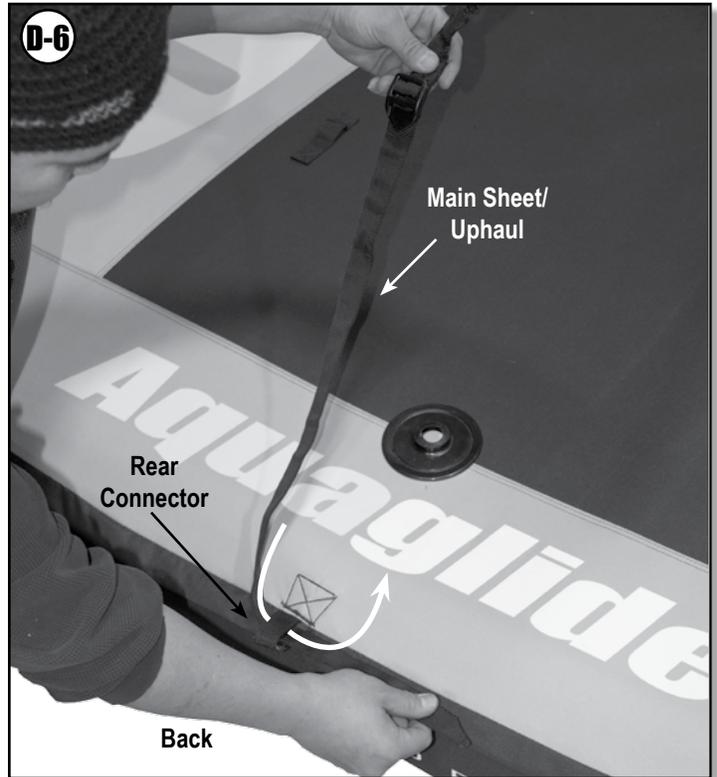
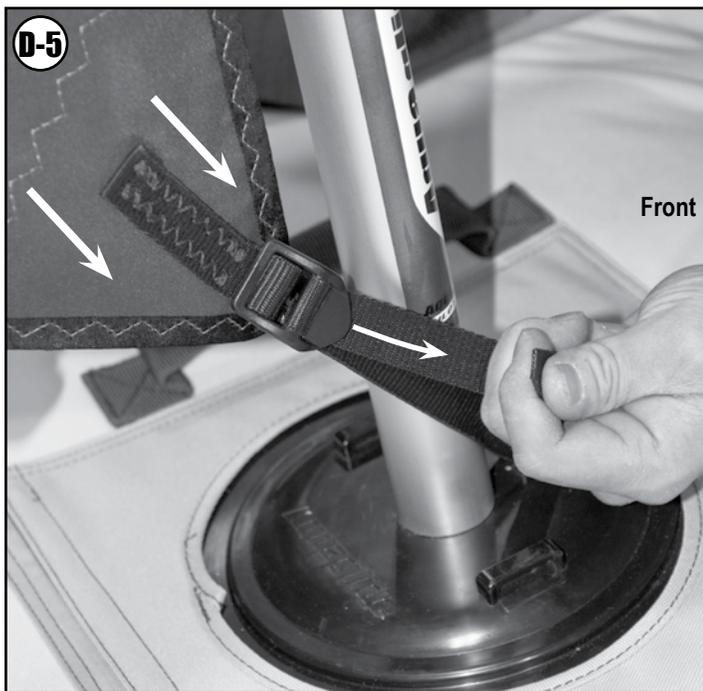


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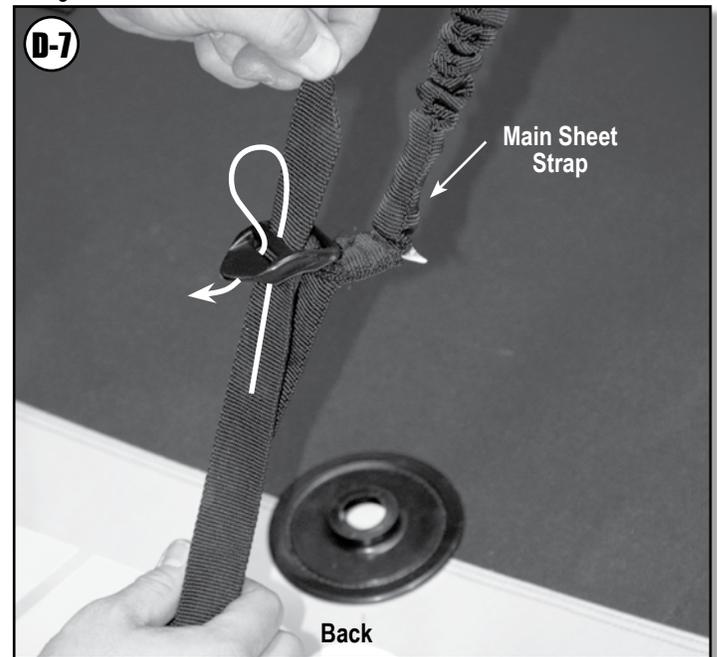
4. Next, attach the sail to the mast step using the webbing strap located at the bottom of the sail. Take the webbing strap through the front connector on the mast step as shown in photo D4.

5. Take the webbing strap around the opposite side of the mast and back up to the ladder lock buckle at the foot of the sail. Connect the webbing to the buckle and pull firmly down on the foot of the sail while cinching the strap tight.



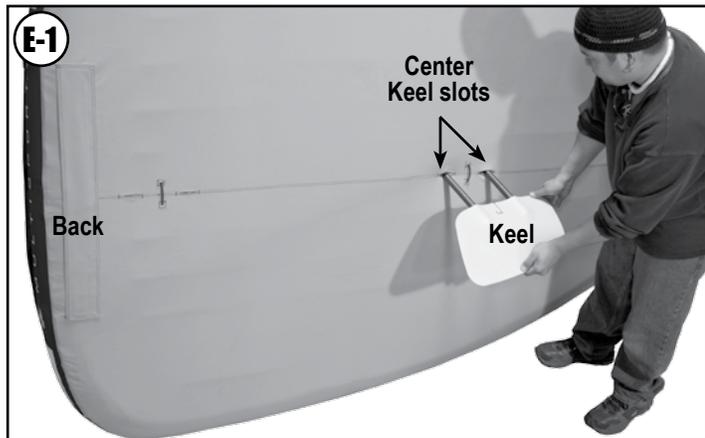
6. Next, move to the back of the hull and locate the black main sheet strap hanging from the back of the boom. Take the free end of the main sheet strap through the rear connector loop as shown in photo D6.

7. Connect the end of the main sheet strap to the buckle located part-way up the strap. Tighten to a mid-point. Adjust as needed for various sailing conditions.



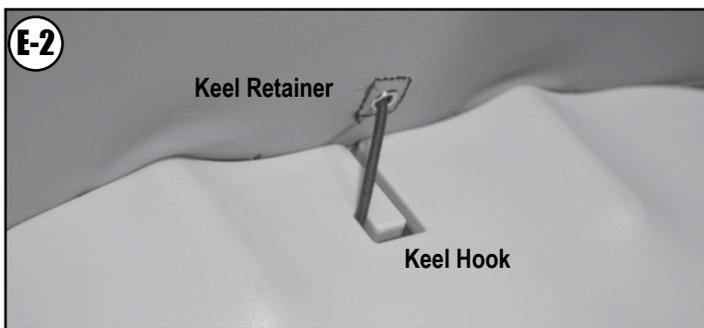
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E. Attaching the Keel & Rudder

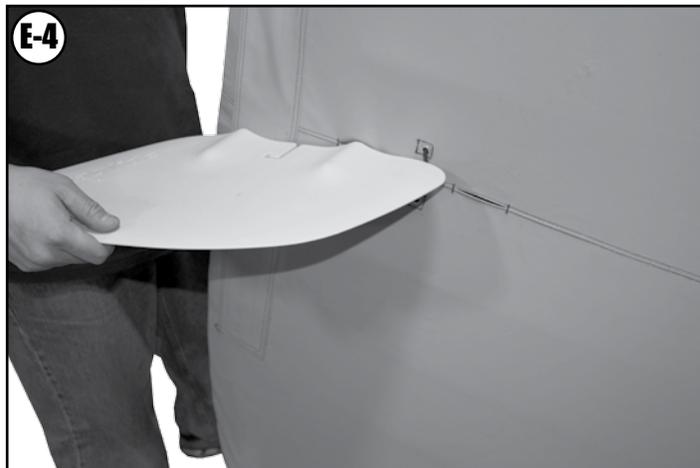
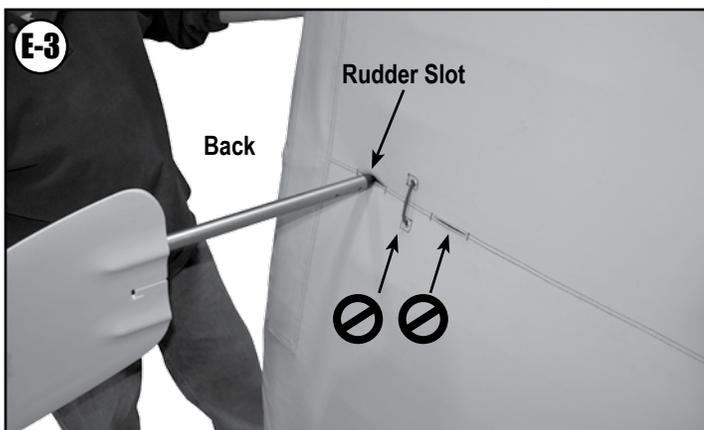


1. Next, tip the entire boat on its side to install the keel and rudder. Insert one keel (two shafts) into the keel slots in the center of the hull as shown in photo E1. Wiggle the keel slightly, pushing it inward until it touches the hull.

2. Secure the keel to the hull with the elastic keel retainer. Make sure the elastic is fully captured in the keel hook as shown in photo E2.

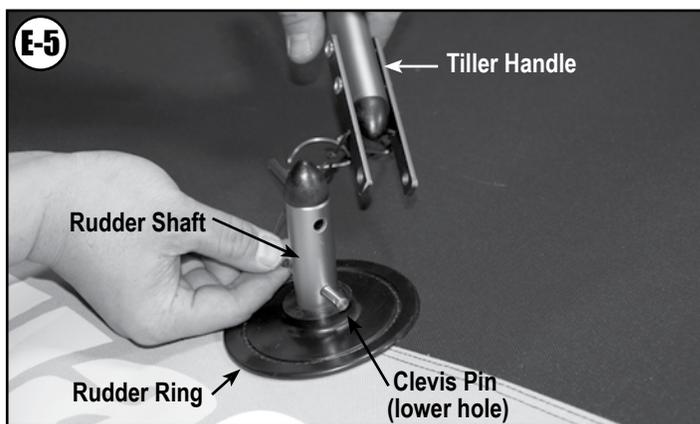


3. Next, insert the rudder (single shaft) into the rudder slot, located closest to the the back of the hull. DO NOT use the more forward keel slot or the keel retainer, both of which are for windsurfing only.

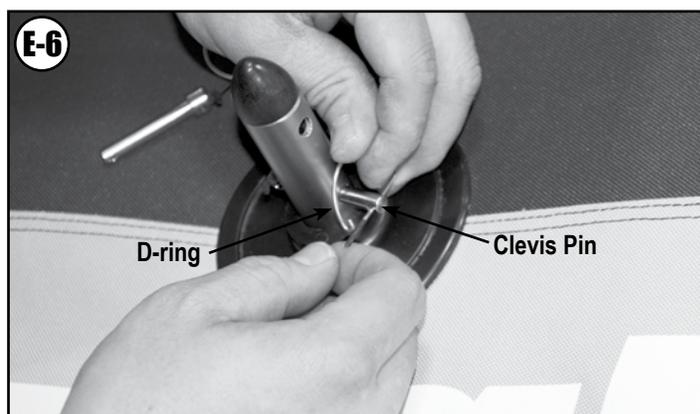


4. Twist the rudder slightly, pushing it inward until it touches the hull. This may require a slight adjustment of the rudder ring on the top of the hull.

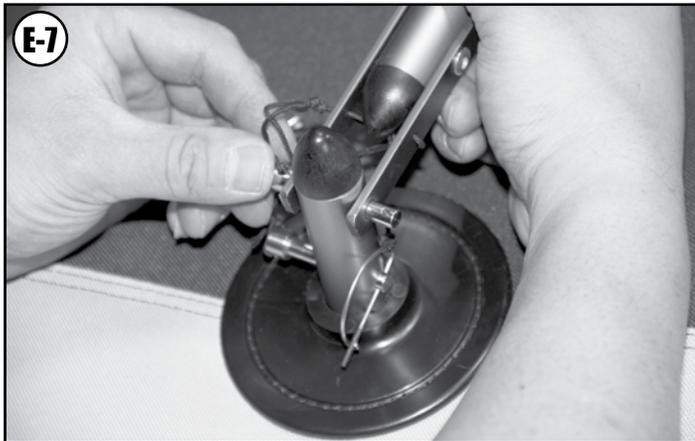
5. Once the rudder is in position, turn the boat upright again. Secure the rudder to the hull using the lower hole on the rudder shaft and one of the clevis pins tethered to the tiller handle as shown in photo E5.



6. Secure the clevis pin using one of the tethered D-rings as shown in photo E6.



for more info go to:



7. Connect the tiller handle at the upper hole in the rudder shaft using the remaining tethered clevis pin as shown in photo E7. The tiller handle should connect at the back and face toward the front of the hull.

8. Finally, secure the clevis pin with the remaining tethered D-ring.



F. Assembly Complete - Now What?

1. This completes the Multisport™ 270 sailboat assembly. Before taking off for your first sail, be sure to read and understand the information on Operation of your new boat. Skip to page 24 for Operation.

2. **IMPORTANT:** Before using the product, be sure to read and understand the Warnings on page 4-5.

3. **IMPORTANT:** When moving the Multisport™ 270, always lift and set it down. **DO NOT DRAG**, as this can damage the product before you get started. It is helpful to have an assistant available for launching and moving the craft while on land.

IV. Assembly - Windsurfer

When setting the Multisport™ 270 up for windsurfing, follow the assembly instructions for sailboat as noted below, with the following exceptions:

A. Preparing the Hull

1. Same as sailboat assembly beginning on page 6.

B. Preparing the Rig

1. Same as sailboat assembly beginning on page 6, except:

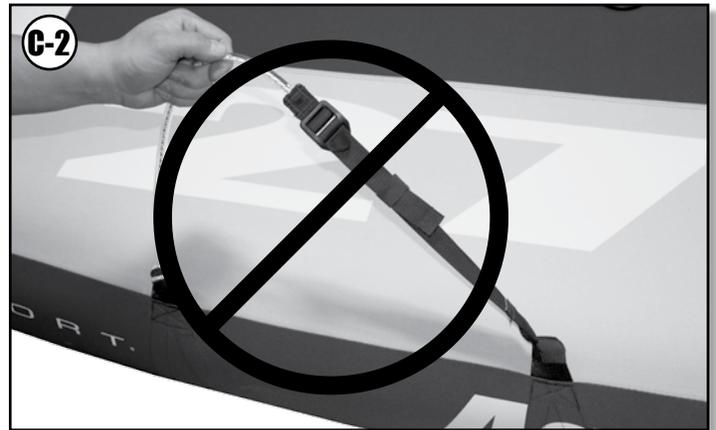


2. Do not follow steps B16 through B19 for attaching the main sheet strap to the back of the boom. Instead, the main sheet/ uphaul strap is tied to the rope loop at the front of the boom to be used as an uphaul.

3. Thread the rope at the top portion of the uphaul strap through the white rope loop at the front of the boom. Take an additional turn around the white loop as shown in photo B3.



for more info go to:



4 - 5. Tie the uphaul rope to itself using a double half hitch or similar secure, non-permanent knot, as shown in photos B4 & B5.

2. Remove the bridle straps from each side of the hull.

3. Remove the forestay webbing strap from the tow fitting.

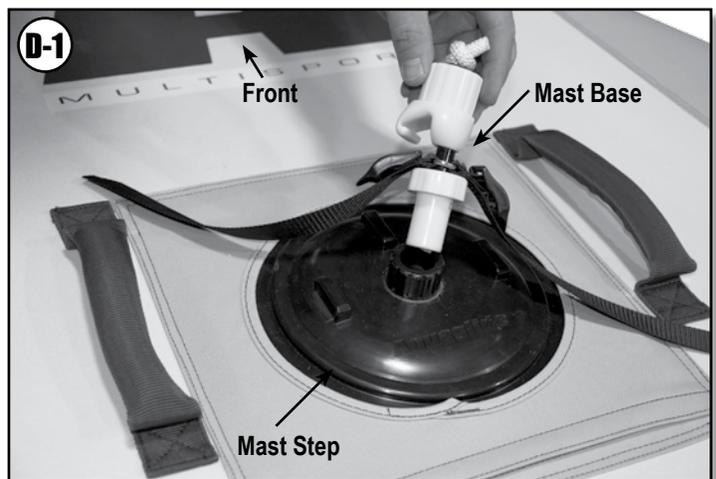


C. Preparing the Sailing Harness

1. DO NOT attach the sailing harness for windsurfing.

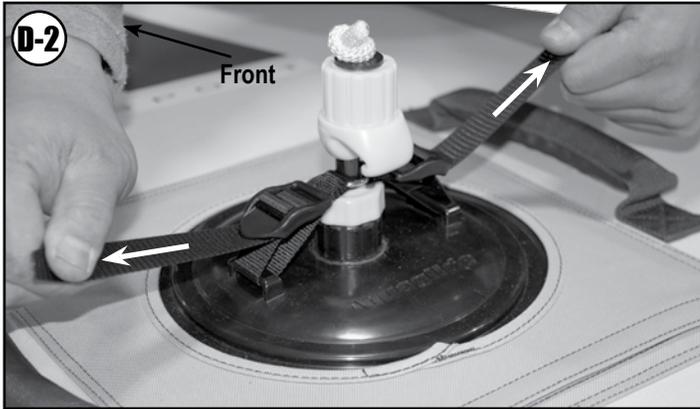


D. Attaching the Rig



1. To attach the rig for windsurfing, insert the mast base into the mast step as shown in photo D1.

for more info go to:

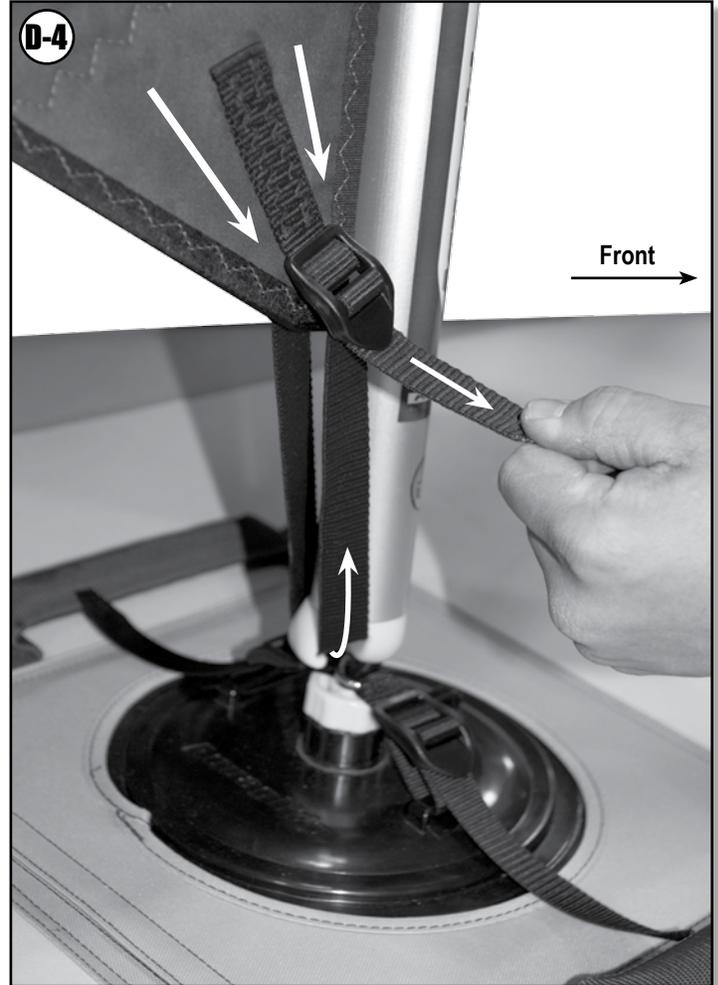


2. Connect the mast base to the mast step using the two integrated straps and buckles. Take each strap through the corresponding mast step connector and secure using the corresponding buckle. Once connected, cinch both straps firmly.

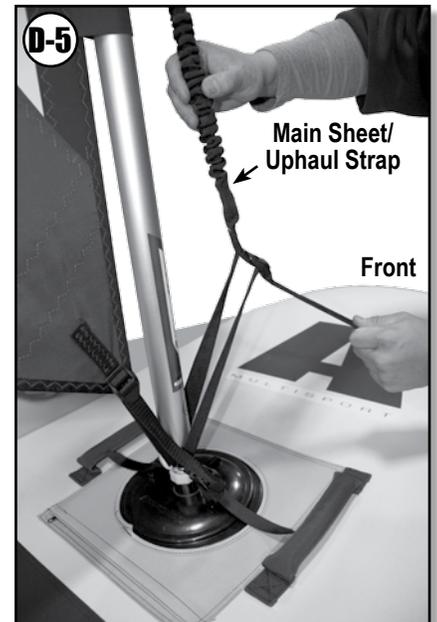
3. Next, you are ready to attach the sailing rig. It may be helpful to have an assistant available to steady the rig during this process. Lift the sailing rig into position with the mast over the mast base and toward the front of the hull. Slide the mast over the upper part of the mast base until it is completely seated.



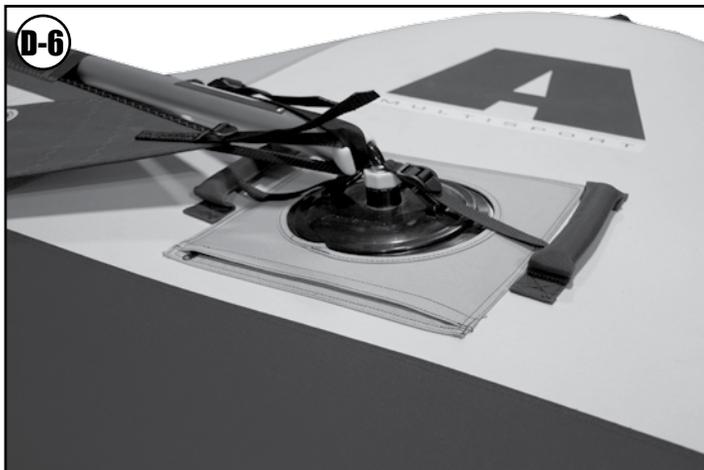
4. Secure the rig to the mast base using the strap at the foot of the sail. Lead the strap around the catchment on the upper part of the mast base then back to the buckle at the foot of the sail as show in photo D4 on the following page. Tighten by pulling down on the sail while cinching firmly on the sail strap. Repeat this several times until the sail can go no farther.



5. Attach the lower part of the uphaul strap to the same catchment on the mast base. Lead the free end of the webbing strap around the mast and catchment, then back up to the buckle part way up the uphaul strap. Secure the end of the webbing with the buckle. The end result is shown in photo D5.



for more info go to:



6. The rig is now attached. Please note: in windsurfing mode, the sailing rig can move about freely on the mast base. It is expected to rest in the horizontal position as shown in photo D6.



4. After installing the center keel, insert the second keel (two shafts) into the keel slots in the back of the hull as shown in photo E4. Wiggle the keel slightly, pushing it inward until it touches the hull.

5. Secure the keel to the hull with the elastic keel retainer. Make sure the elastic is fully captured in the keel hook as shown in photo E5.



F. Assembly Complete - Now What?

1. This completes the Multisport™ 270 windsurfing assembly. Before taking off for your first sail, be sure to read and understand the information on Operation of your new boat. Skip to page 24 for Operation.

2. **IMPORTANT:** Before using the product, be sure to read and understand the Warnings on page 4-5.

3. **IMPORTANT:** When moving the Multisport™ 270, always lift and set it down. **DO NOT DRAG**, as this can damage the product before you get started. It is helpful to have an assistant available for launching and moving the craft while on land.

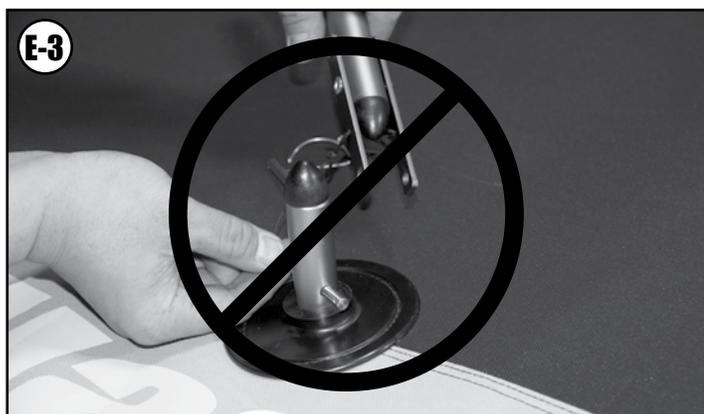
E. Attaching the Keels

1. Same as sailboat assembly beginning on page 17, except:



2. Do not attach the rudder.

3. Do not attach the tiller handle.



for more info go to:

V. Assembly - Towable

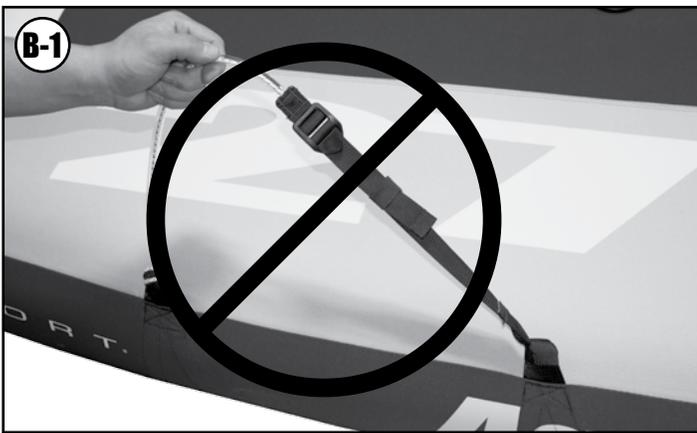
When towing the Multisport™ 270 behind a boat only the hull is used, consequently, there is very little assembly to be done. The following steps outline the steps to be taken and the points to note.

A. Preparing the Hull

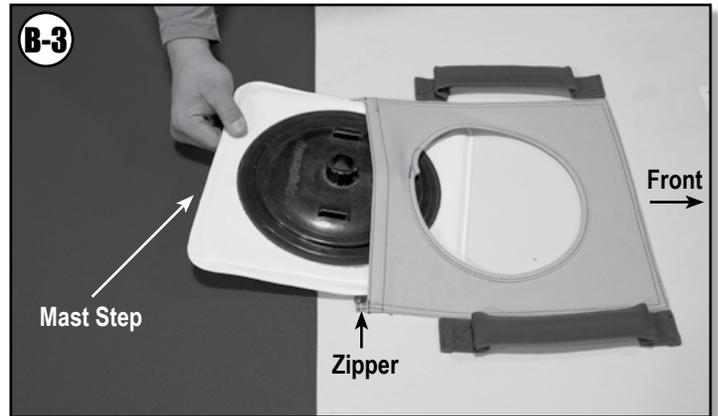
1. Same as the steps for preparing the hull in sailboat mode located on page 6.

B. Points to Note

1. Remove the bridle straps from each side of the hull.



2. Remove the forestay webbing strap from the tow fitting.

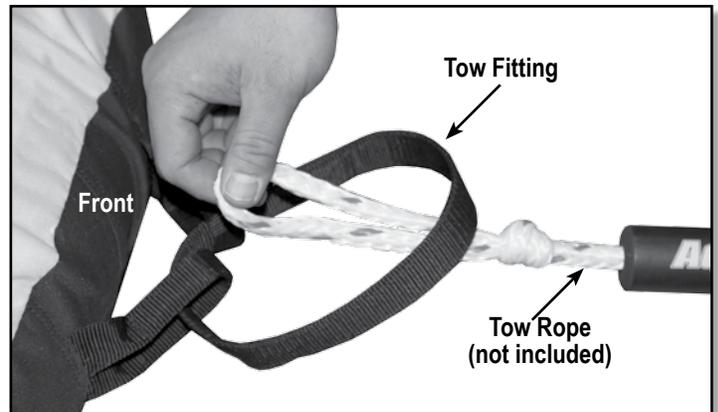


3. Remove the mast step from its zipper pocket on the top of the hull. This is done to protect users from being hurt by contact with the mast step during high-speed towing.

4. DO NOT tow the Multisport™ 270 with attachments of any kind. Never use the sailing rig, keels or rudder during high-speed towing as damage and/ or injury may result.

C. Attaching a Tow Rope

1. Take the end of the tow rope through the tow fitting at the front of the hull as shown in photo C1. Note: tow rope not included.



for more info go to:



2. Next, lead the opposite end of the rope through the eye splice as shown in photo C2.
3. Pull the entire length of the tow rope through the eye splice and cinch firmly.



D. Assembly Complete - Now What?

1. **IMPORTANT:** Before using the product, be sure to read and understand the Warnings on page 4-5.
2. **IMPORTANT:** When moving the Multisport™ 270, always lift and set it down. **DO NOT DRAG**, as this can damage the product before you get started. It is helpful to have an assistant available for launching and moving the craft while on land.

VI. Assembly - Kayak

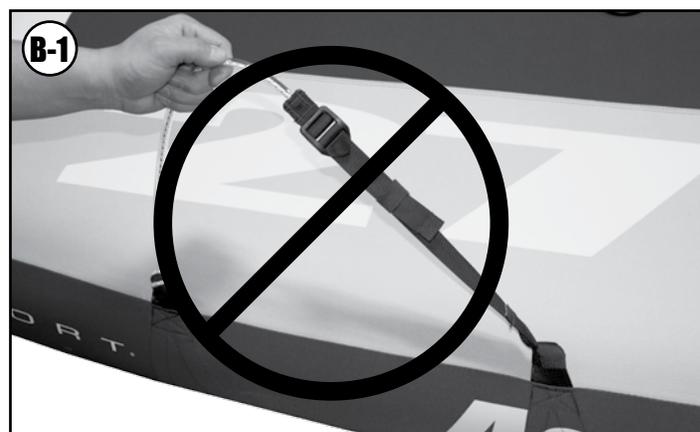
When using the Multisport™ 270 as a kayak, only the hull and keels are used. Paddle is not included. Multisport™ Kayak Kit is an optional accessory. Detailed instructions on attaching the Kayak Kit are contained in that package. The following steps outline the steps to be taken and the points to note.

A. Preparing the Hull

1. Same as the steps for preparing the hull in sailboat mode located on page 6.

B. Points to Note

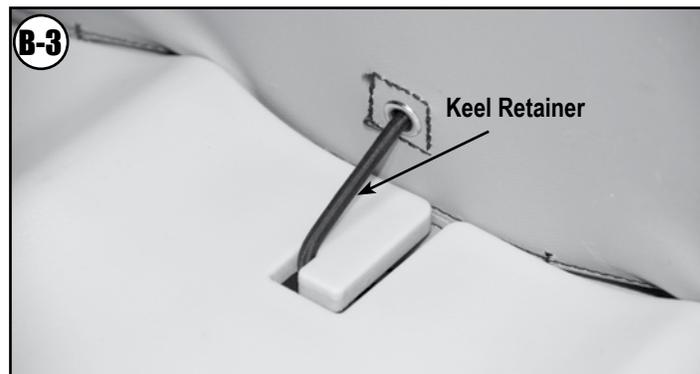
1. Remove the bridle straps from each side of the hull.



2. Remove the forestay webbing strap from the tow fitting.



3. Install BOTH keels in the hull. Secure using the keel retainer.



for more info go to:

C. Assembly Complete - Now What?

1. **IMPORTANT:** Before using the product, be sure to read and understand the Warnings on page 4-5.
2. **IMPORTANT:** When moving the Multisport™ 270, always lift and set it down. **DO NOT DRAG**, as this can damage the product before you get started. It is helpful to have an assistant available for launching and moving the craft while on land.

VII. Operation

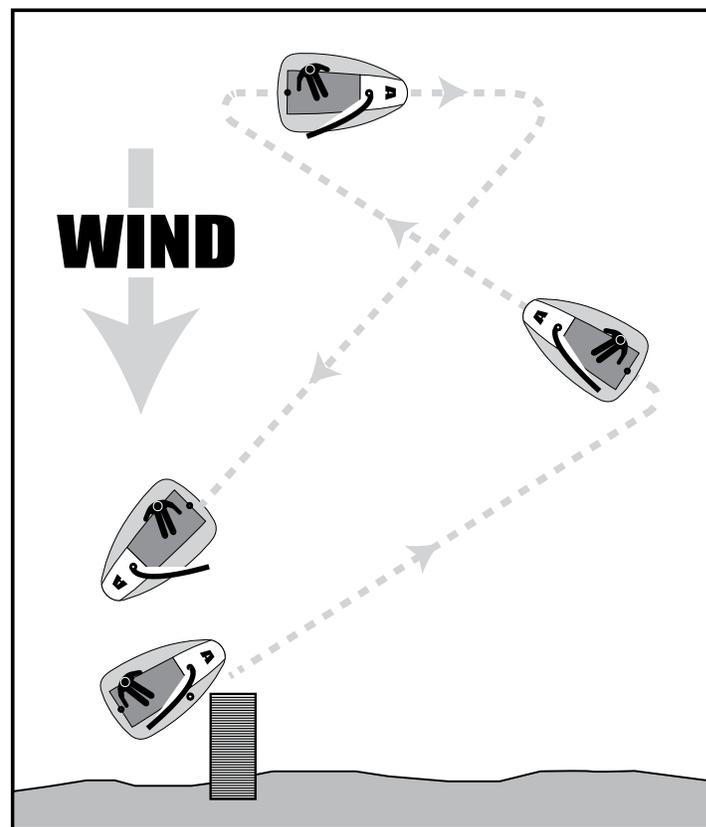
1. To operate the Multisport™ 270 it is only necessary to have 1 person on board. It is possible to have up to 2 people as long as the maximum weight capacity, 181 kg (400 lbs), is observed.
2. Know your limits. When piloting your own craft, you are solely responsible for your safety. Inexperienced users should be extremely cautious about the risks as well as the location and conditions they choose to operate in. Calm waterways without waves, tides or currents are the best place to start. Gentle, steady winds and stable weather will help to ensure an enjoyable experience.
3. When sailing the Multisport™, a sitting position offers the best control and stability. **DO NOT** stand up while sailing.
4. As with all sailboats, there is a possibility of capsize. To prevent this, all users should position themselves toward the centerline of the hull on the windward side of the boat. The windward side is closest to the direction the wind is coming from. As the boat changes directions, all users will need to reposition themselves in order to maintain this position relative to the wind.



5. When sailing, it is generally not necessary to adjust, or 'trim', the main sheet strap when underway. This allows users to focus on steering. Tension the main sheet strap as needed, tightening for better upwind sailing, loosening to improve speed and downwind sailing angles.

6. If the Multisport™ should capsize, instruct all users to climb aboard the inverted hull as it provides flotation, even upside down. It is possible to self-right the craft by standing at one side of the hull while quickly squatting and pulling on the sailing bridle from the opposite side. The goal is to partially sink one side of the hull while pulling the opposite side up and over. Once the boat is righted, climb aboard and resume sailing.

7. When sailing or windsurfing, the general principles of sailing apply. Refer to the diagram below. Sailing upwind (in the direction the wind is coming from) must be done using a series of 'tacks', gradually working the boat in an upwind direction. It is not possible to sail directly into the wind. The boat should be in this orientation only momentarily, during a direction change or tack. Prepare for a tack by warning other users of the imminent turn. Approach with some speed and steer the boat purposefully into the wind, continuing the turn until the wind catches the sail on the new side and the boat gathers speed again. During the tack, users change positions so as to remain on the windward side of the boat. When sailing downwind always remain mindful of the wind direction, as a downwind turn, or 'jibe', will cause the sail to rotate rapidly. An unintentional jibe can catch users on the downwind side of the boat, increasing the possibility of a capsize, particularly in stronger wind conditions.



for more info go to:



8. When windsurfing on the Multisport™, it is most appropriate to sail with only one user at a time. Stand near the centerline of the hull and near the mast step. Lift the sail slowly using the uphaul strap connected to the front of the boom. Keep your legs bent, your back straight and lean back slightly. Hold the boom with your hands, changing the angle of the sail to control the power of the wind. Once under way, tipping the sail toward the front or back of the hull changes the sailing direction slightly. Exaggerate these movements to turn the hull. To complete a turn, step in front of the mast (tack) or rotate the sail (jibe) so you can hold the boom on the opposite side to return to your launch site. Practice windsurfing with help standing by until you are confident you can return to your launch.

9. When windsurfing, it is not uncommon to lose your balance and fall in the water. Always stay with the hull because it provides flotation. Climb aboard and begin again. Windsurfing can be physically draining. It is your responsibility to monitor your skills and level of exhaustion. Be conservative and return to shore before you grow overly fatigued.

10. When towing, observe all applicable safety and navigational requirements. The boat driver is responsible for the riders and should be aware of factors, such as wind and water conditions, which could affect their safety. Do not exceed 29 km/h (18 mph) when towing adults or 24 km/h (15 mph) when towing children. The intended position for towing is with all users lying prone and holding handles with both hands as shown in the towing photo below.



11. When kayaking on the Multisport™, 1 or 2 users are acceptable. The intended position is sitting, centered on the hull with feet facing forward. A traditional paddle will work, but the paddle in the optional Multisport™ Kayak Kit is wider than normal to allow for the width of the hull. Paddling the hull with both keels installed will help the Multisport™ to track straighter.

VIII. Care & Maintenance

1. Frequently check the inflation of the Multisport™ hull. It may appear to have lost air early in the morning, but will expand once the sun warms it. Maximum expansion will occur in the heat of the day. Proper inflation is critical to the safe operation of your product and will prolong damage from wear.
2. Before each use, check all parts for wear and replace, as needed, before breakage occurs.
3. When using the Multisport™ in salt water, or fresh water with deposits of silt or algae, it is best to rinse the product thoroughly after each use. Allow to dry completely before storage.
4. To clean the Multisport™, use a soft bristle brush with a mixture of mild liquid dish soap diluted with fresh water. Rinse well with fresh water and allow to dry completely before storage. Do not use harsh chemical cleaners, as they may damage or stain the materials.

WARNING: Use of a high-pressure washer will damage the product and void the warranty.

5. The best way to dry the Multisport™ after rinsing or cleaning is to leave it inflated, and at least partly assembled in a protected area.
6. Long-term exposure to sunlight will damage the product. The best way to care for your Multisport™ 270 is to store it dry and out of the sun.

for more info go to:

IX. Storage

1. Disassemble the Multisport™ following the assembly steps in reverse. NOTE: it is not necessary to remove the sailing harness from the hull, or to remove the main sheet/ uphaul strap from the boom. These items can be kept in place, making the next assembly easier.

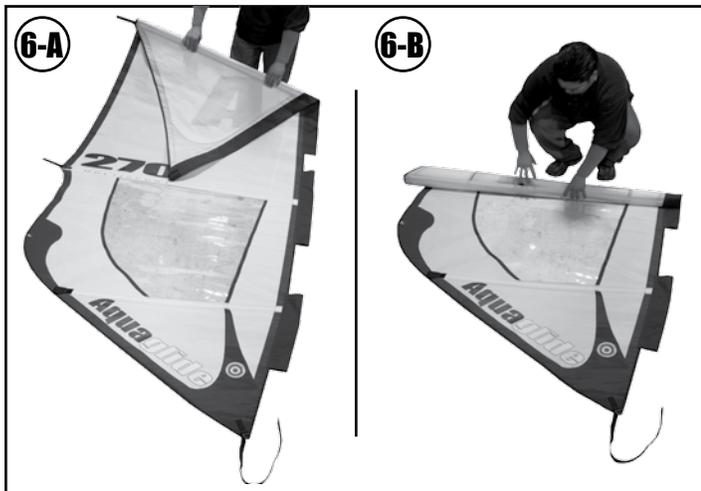
2. Before storing, make sure all parts are clean and completely dry. Once stored, any moisture in the product can encourage mildew, which can permanently stain, and ultimately damage, the product.

3. Remove the air from the hull by unscrewing each valve cap and releasing each valve flap. For deflation, it is best to reach through the valve hole and pull the flap through the hole with one finger. This allows the air to escape freely without becoming trapped in the bladder. For tight packing, remove all air from the hull using the DEFLATE port in the foot pump.

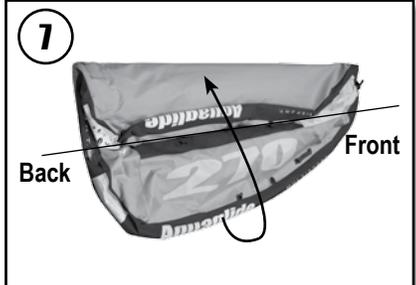
4. Store the product out of direct sunlight and protected from the environment in a clean, dry location. Do not store in a damp location. Do not store at temperatures below freezing, as damage to the product may occur.

5. Once disassembled, follow the steps below to pack the Multisport™ 270 in the roller travel bag for storage or transport.

6. **Rolling the sail.** The Multisport™ sail should be rolled up for storage. Fold the top of the sail over the top batten and begin to roll the sail from this point as shown in photo 6A below. Continue as shown in photo 6B until the sail is completely rolled. Slip the rolled sail into the sail bag for storage.



7. **Folding the hull.** Once all the air is removed from the hull, fold the hull into thirds, lengthwise. Photo 7 shows the first of two folds.



8. Next, fold the hull in half from front to back as shown in photo 8.



9. **Packing the bag.** Begin by packing the rudder, keels, pump and sailing harness (if detached).



10. Next, place the folded hull in the bag.



11. Last, place the mast, boom and sail on top of the hull. The mast and sail need to be placed at a diagonal angle relative to the bag in order to fit properly. Carefully zip the bag closed and store in a warm, dry location.



for more info go to:



NOTICE! - Release of Liability, Claim Waiver, and Assumption of Risk Agreement

By opening and assembling this product, you are agreeing (1) to be bound to the terms set forth below and (2) to require anyone using this product to be bound by such terms. If you are unwilling to be bound by these terms, return this product (before use) for a full refund.

ASSUMPTION OF RISK: Use of this product and any of its components involves certain inherent risks, dangers, and hazards which can result in serious personal injury and death. In using the product, you freely agree to assume and accept any and all known and unknown risks of injury while using this equipment. The risks inherent in the sport can be greatly reduced by abiding by the Warning Guidelines listed in this Owner's Manual and by using common sense.

RELEASE AND WAIVER OF CLAIMS AGREEMENT: In consideration of the sale of the product to you, you hereby agree to the fullest extent permitted by law as follows:

TO WAIVE ANY AND ALL CLAIMS that you have or may in the future have against North Sports Inc., and Aquaglide Inc., its distributors and dealers, resulting from use of this product and any of its components.

TO RELEASE North Sports, Inc. and Aquaglide, Inc. from any and all liability for any loss, damage, injury, or expense that you or any users of this product may suffer, or that your next of kin may suffer, as a result of the use of this product, due to any cause whatsoever, including negligence or breach of contract on the part of North Sports Inc. and Aquaglide Inc. in the design or manufacture of this product and any of its components.

ARBITRATION: In further consideration of the sale to you of this product and any of its components, you hereby agree to submit to binding arbitration any and all claims which you believe you may have against North Sports Inc. and Aquaglide Inc. arising from the use of any North Sports Inc. and Aquaglide Inc. equipment or products. The arbitration shall be pursuant to the rules of the American Arbitration Association. Arbitration shall be commenced within (1) year from the date on which any alleged claim first arose. Further, the arbitration shall be held in White Salmon, Washington unless otherwise mutually agreed to by all parties. The submission to the American Arbitration Association shall be unlimited and the arbitration award may be enforced by any Court of competent jurisdiction.

BINDING EFFECT OF AGREEMENT: In the event of your death or incapacity, this Agreement shall be effective and binding upon your heirs, next of kin, executors, administrators, assigns, and representatives.

ENTIRE AGREEMENT: In entering into this Agreement, you are not relying upon any oral or written representations other than what is set forth in this agreement and the North Sports Inc. and Aquaglide Inc. Owner's Manual.

Warranty

Aquaglide, Inc. warrants products to be free of defects in material or workmanship to the original purchaser for a period of one (1) year from date of purchase. This warranty is subject to the following limitations:

1. Warranty is valid only with dated proof of purchase in the form of the original invoice.

2. Warranty is valid only when the product is used for normal recreational activities, and does not cover use in schools or rental operations.

3. Aquaglide will make the final warranty determination which may require inspection and/or photos of the product which clearly show defect(s). We require the above be sent to another location of our choice, freight prepaid, or by email to warranty@northsports.com.

4. If a product is deemed to be defective by Aquaglide, the warranty covers the repair or replacement of the defective product only. Aquaglide will not be responsible for any costs, losses, or damages incurred as a result of loss of use of product.

5. This warranty does not cover damage caused by misuse, abuse, neglect, or normal wear and tear, including, but not limited to, punctures, dragging the product over the ground, damage due to excessive sun exposure or seam failure due to overinflation in the sun, damage caused by improper handling and storage, damage caused by use in waves or shore break, and damage caused by anything other than defects in materials and workmanship.

6. This warranty is voided if any unauthorized repair, change, or modification has been made to any part of the equipment. Authorization for such must come in writing from Aquaglide.

7. The warranty for any repaired or replacement equipment is good from the date of the original purchase only.

8. Any warranty claims must be accompanied by the original purchase receipt. The name of the retailer and date of purchase must be clear & legible.

9. There are no warranties which extend beyond the warranty specified here.

Returns and Service Policy

Product can be returned only if a return authorization number (RA) is given by Aquaglide in advance. The RA number must be on the outside of the package or it will not be accepted at our warehouse. Freight on the returned product must be prepaid or it will not be accepted. Upon receipt, Aquaglide will make a determination within (30) days. If the product is covered under warranty it will be returned to the customer at the expense of Aquaglide, Inc. after repairs can be made. If not, the customer will receive a quote for repair and/or replacement as well as any necessary cleaning and shipping charges. The customer will have 30 days to accept the quotation. At the end of 30 days, or upon refusal of the quote, Aquaglide will return the product in the condition in which it was received at the customer's expense. The customer agrees to authorize Aquaglide, Inc. to charge the customer's credit card for any costs not covered under the terms and conditions of the Aquaglide Warranty.

for more info go to:

X. Repair

The Multisport™ 270 cover is made with high quality 600 denier polyester fabric and the sails are constructed using a combination of Dacron™ sailcloths. These materials are easily repaired at your local sailmaker or sail repair facility.

Damage or wear to the sailing harness, or other hardware may, or may not be repairable. Contact your local dealer, or Aquaglide, Inc. for replacement parts.

The Multisport™ 270 bladder is constructed of high quality PVC, and is designed to last for years. Every hull is inflated at the factory for 12 hours before shipping to insure reliability. PVC is not puncture proof, and leaks can occur. Many times leaks in the hull are caused by the valves not being tightly secured. Always test this before assuming a repair is necessary. Many leaks are caused by dragging the hull across a sharp object that puts a very small puncture hole in the bladder. The PVC bladder can split along a seam if it is abused or towed at excessive speeds. PVC is easily repaired in almost any area.

The Multisport™ 270 comes with a small repair kit that is sufficient to fix most small punctures. You can also purchase a more robust repair kit that contains sandpaper, Co-Tol solvent, PVC patch material, Tear-Aid patch material, china marker, applicator brush, shop towel and complete repair instructions. This complete Aquaglide Repair Kit is available through Aquaglide, Inc. or your local dealer. For quick repairs, you can use Tear-Aid® self adhesive patch material.

Materials and Tools Needed

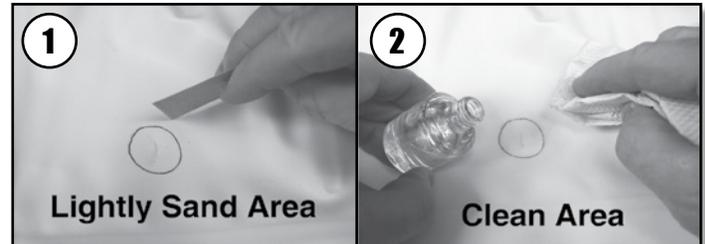
- * Aquaglide repair kit or Tear-Aid®
- * A sponge and Soapy water
- * Paper towels
- * A small square of 220-grit sandpaper or similar
- * Scissors
- * Duct tape
- * A piece of the vinyl repair material large enough to extend at least 1.2 cm (1 inch) to either side and beyond each end of the hole

1. REMOVE THE PVC BLADDER - Open the zipper along the back of the cover. Reach inside the cover and fold the sides of the bladder into the center so the bladder can be removed through the zipper. Remove the PVC bladder from the outer cover.

2. LOCATE THE PROBLEM - Inflate the PVC bladder and listen for the leak. If you do not hear the leak, wipe down suspect areas liberally - the entire bladder if necessary - with a sponge soaked in soapy water. The location of the leak will become apparent when the air exiting the PVC bladder makes the soapy water bubble. (Remember, sometimes there might be more than one hole, so make sure you do a thorough inspection) Dry the area around the hole, taking care not to lose its location. Mark a 4-cm (about 1.5-inch) diameter circle around the hole with a felt tip pen or china marker.

3. PREPARE THE SURFACE AREA - Deflate the bladder and place

it on a hard flat surface so that the area to be repaired is unwrinkled and horizontal. **IMPORTANT! IN ORDER TO MAKE A RELIABLE REPAIR, YOU MUST PREPARE THE SURFACE CORRECTLY OR THE PATCH COULD FAIL.** PVC products have an oily residue that can affect the adhesion of glue to the surface. You need to remove this oil and any dirt with sandpaper and solvent. Using 220-grit sandpaper, lightly sand the area 1 inch around the hole or tear as shown in PHOTO 1 below. Blow away dust. Clean the area to be repaired with a solvent such as acetone or Cotel-240 solvent as shown in PHOTO 2. Allow to dry. Make sure the surface area is properly prepared. Do not touch this area with your fingers; any oil from your finger may cause the patch to fail.

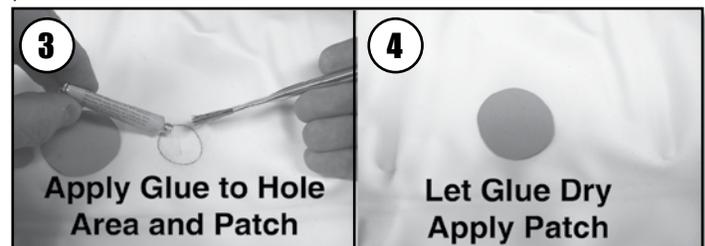


FOR SMALL HOLES - Using the scissors, cut the piece of vinyl repair material into a circle about 2.5 cm (1 inch) in diameter) and lightly sand one side of this patch with the sandpaper and clean with solvent.

FOR LARGE REPAIRS OR TEARS - Cut a piece of Duct tape and place inside the hull with the sticky side up, folding the edges of the tear onto the tape so that the boat retains it's original shape and that the edges of the tear are unwrinkled, horizontal and adjacent each other. Using scissors cut the piece of vinyl repair material into a shape that will extend at least 2.5 cm (1 inch) to either side and beyond each end of the tear and lightly sand one side of this patch with the sandpaper, and clean with solvent.

4. APPLY THE PATCH & GLUE - Use the glue from the supplied repair kit, or another glue designed for PVC. Apply a thin, even layer of glue as show in PHOTO 3. Most contact glues require that you allow them to dry **BEFORE** you apply the patch. Carefully read and follow the instructions on the glue you are using.

5. DRY - As shown in PHOTO 4, allow repair to dry in level position according to the glue instructions. Once the repair is dry, inflate the bladder to 50% and leave overnight to insure that all holes have been patched.



6. REPLACE THE BLADDER - Roll up the Bladder lengthwise so that the valves will align with the valve openings and insert the bladder back inside the cover.