

"SEAFIRE"

The Seafire is a monocoque construction boat built in G.R.P. using pre-coloured polyester resins and will require very little general maintenance. The attractive appearance and finish can be retained by the use of a normal hard-wax polish or general car polish applied with a damp cloth and polished with a soft dry duster. Scratches can be removed by treating the area with cutting compound and then re-polishing. Any more drastic repairs to the shell, or damage to the buoyancy areas can be repaired but expert advice should be obtained before proceeding.

The fitting and bolting on of an outboard engine can be carried out as follows:-

- 1) Place the engine on the back of the boat in the centre of the transom pad and secure with the two wing nuts provided, then tilt the engine into its maximum tilt position. First check the size of holes at the bottom of the engine supports (they will be either 5/16" or 3/8"). Then using either a 21/64" or 17/64" drill-bit (these are tapping drill sizes for 3/8" and 5/16" U.N.F.) drill through the securing holes at the bottom of the engine support, through the pad, the hull, the transom board and the steel insert, care must be taken when drilling through the steel to ensure that the drill does not carry on running through the piece of back-up timber, so ease off as you feel the drill going through the steel. Next, remove the engine and tap out the holes to 3/8" or 5/16" U.N.F., again making sure that the tap is not forced through the back-up timber. The engine may then be placed back on the transom pad and the wing nuts slightly tightened making sure to line up with the new holes, then screw either 3/8" or 5/16" U.N.F. bolts into the holes and tighten down evenly. N.B. Make sure that the bolts are no longer than necessary to penetrate the thread insert. (Measure the depth with engine on the transom and allow 1/8" less for tightening down) Finally, tighten the wing nuts and the engine is ready for the water. This procedure is particularly important when using engines of 25 H.P. or over.

- 2) After placing the boat and engine in the water the controls can be linked into place. Do not ride with the engine in the tilt position with the steering, gear and throttle controls fitted as this will put an unnecessary bending strain on the cables and may create "kinking".
- 3) The ski hooks, when used, must be fitted with a bridle line for ski-ing and not off one single hook.

The only equipment fitted to the Seafire that should be looked after are the padded seat and tonneau cover. Care should be taken to avoid tearing and during laying-up periods such as the winter time, the padded seat should be removed and stored, flat, in a dry place. Leave the tonneau cover on its studs to keep shape and do not lay anything heavy on it; if left outside do not allow water to pool in the tonneau, preferably lay the boat on one side.

When laying the boat up for the winter, remove engine and inhibit (as per special instructions below), lightly grease all fittings etc., give the boat a last heavy wax polish and leave in as sheltered a place as possible. Leave a small amount of two-stroke mixture in the tank with the cap closed; on returning to the boat next season this fuel should be run off and carefully discarded, the grease removed from the fittings and the boat generally cleaned up. It will now be ready for use once again.

Crescent engine inhibiting instructions are as follows:-

- 1) Run the motor in fresh water.
- 2) Check and if necessary adjust ignition timing.
- 3) Clean, change and if necessary adjust spark gap of sparking plugs and check ignition leads.
- 4) Clean fuel filter and carburetter.
- 5) Change oil in gear housing.
- 6) Lubricate all external bearing points on motor.
- 7) Tighten all external bolted joints on motor.

- 8) Check function of the manual or electric starting device.
- 9) Check charging function of generator.
- 10) Check function of tip-up catch.
- 11) Test-run motor in test basin and check the following:-
 - a) Function of cooling water pump.
 - b) Motor revolutions at low speed and high speed respectively.
 - c) That there is no leakage on fuel lines and connections.
 - d) Internal impregnation of moving parts of motor.
 - e) Function of reversing gear.
- 12) Check and grease propellor shaft.
- 13) Clean motor externally.
- 14) Touch up any minor paintwork damage on underwater part of motor.

(This will almost always apply to any other make of two-stroke outboard)

Any further queries or problems with regard to any aspect of your Seafire, or outboard motor, please do not hesitate to contact:-

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