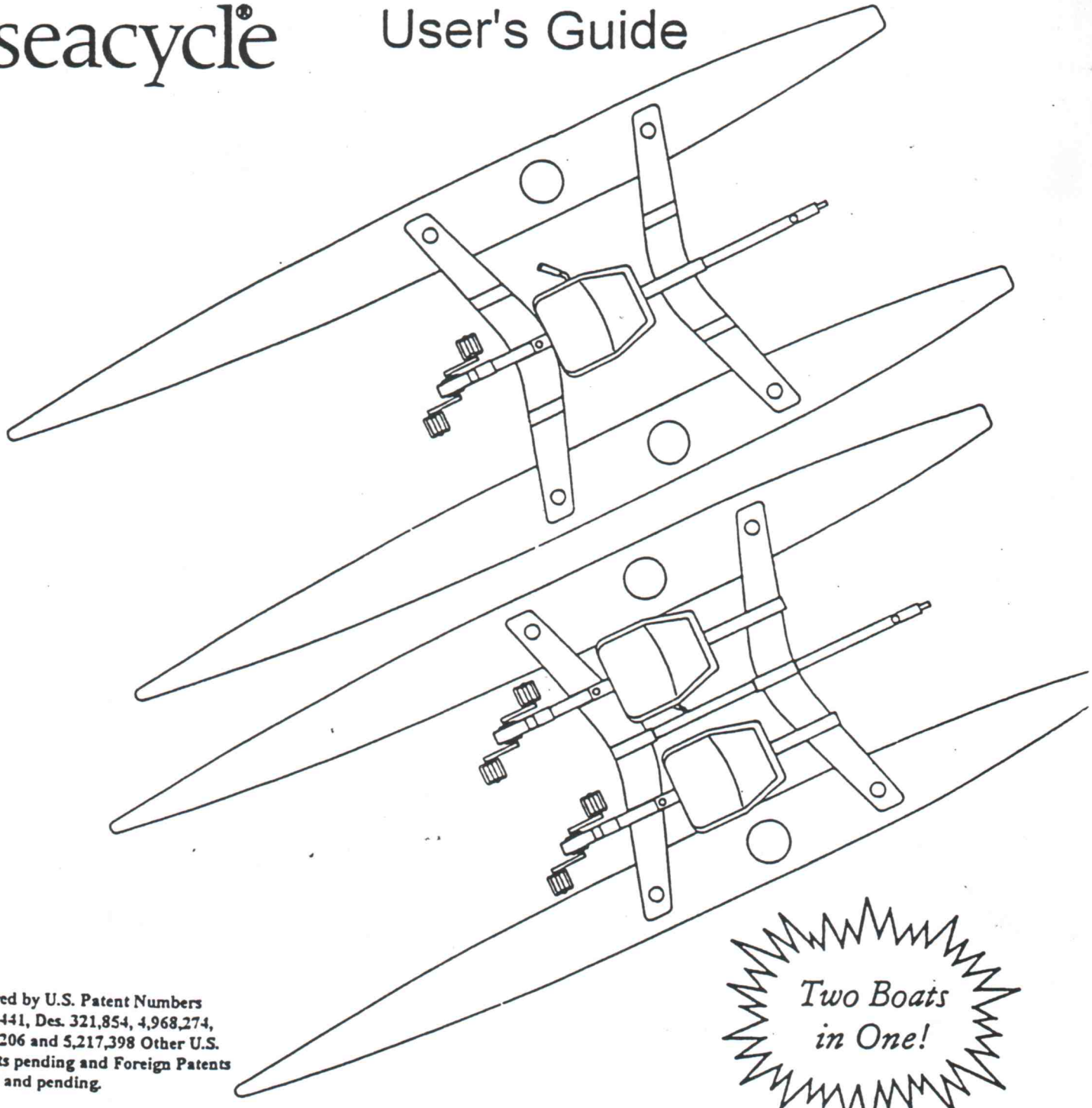
seacycle®

Installation and User's Guide



Covered by U.S. Patent Numbers 5,011,441, Des. 321,854, 4,968,274, 5,374,206 and 5,217,398 Other U.S. Patents pending and Foreign Patents issued and pending.

Two Boats in One!

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SEACYCLE® USER'S GUIDE
TWIN AND SOLO MODELS
CONSUMER AND COMMERCIAL MODELS

The Seacycle® User's Guide covers the information you'll need to know about transporting, assembling and using the Seacycle, as well as tips on safety and maintenance. Please take time to read the user's guide carefully before you ride your Seacycle. Most importantly remember to add the oil to the drive units and **CHECK THE CHAIN TENSION REGULARLY.**

Please be sure to complete and return the enclosed warranty registration card to validate your warranty.

ENJOYING THE SEACYCLE

The Seacycle is designed for both fitness and recreation. You can enjoy riding it for an aerobic workout, a leisure day's outing, or an extended overnight tour. To add to the enjoyment, plan your outings with other Seacycle riders.

The catamaran configuration of the Seacycle makes it a very stable craft. It handles well in most rivers, lakes, sounds, bays and can maneuver easily through waves from moderate wind and boat wakes. Always wear your life jacket.

Like all watercraft, however, there are limits to the conditions in which the Seacycle can safely operate. The operator should use common sense in the use of the Seacycle. The Seacycle should not be used in the following conditions:

- The breaking waves, of highter than 3 ft., of the ocean surf or the other large bodies of water.
- Rivers with strong current or white water.
- Waves from winds which exceed 20 miles per hour.

All in all you'll find the Seacycle a fun, safe way to enjoy the water in the quiet of your own power.

TRANSPORTING THE SEACYCLE

The Seacycle can be disassembled in minutes without tools (consumer model only) for easy transport. It is also easy to carry since each main component (hulls and frame assembly) weigh only 35 to 50 lbs.

The hulls can be mounted on top of a car equipped with most standard all-purpose roof racks using the knobs that holdthe struts to the hulls to hold the hulls to your roof rack. All other components can be carried either on a rack or inside your vehicle.

NOTICE

Before assembling your Seacycle, take a moment to familiarize yourself with the components on the Seacycle.

COMPONENTS

2	Struts
2	Main Frame Assemblies (one with Solo)
2	Hulls
2	Drive Units (one with Solo)
1	Main Frame Stablizer Bar (also child seat foot rest - Twin only)
1	Rudder Strut/Steering Assembly
2	Seats (one with Solo)
10	Star Knobs on Threaded Rods (4 with Solo) 8 for attaching Seats to Main Frames 2 for attaching Stabilizer Bar (not available on Solo)
4	T-Knobs (Large) for attaching Struts to Hulls
4	T-Knobs (3" Long) for attaching Main Beams to Struts (Twin only)
2	T-Knobs (8" Long) for attaching Rudder Assembly to Strut (Twin & Solo)
2	Attaching Knobs for above (Twin only)

All components are "matched" at the factory to ensure proper assembly and performance. All shipping containers are marked, especially on multiple shipments, for example: Boat 1, 2, 3, or A, B, C, etc.

MOUNTING THE FRAME STRUTS TO THE HULLS

Place hulls parallel to each other approximately 4' apart with both bows pointing the same direction. Note that the Seacycle® graphic on the side of the hull should be on the outside. The Frame Struts have mounting pads that help position them to the hulls. **NOTE: The Frame Struts are identical and differ only in that the rear strut has the serial number tag affixed to it.** If you ordered the optional accessory holder, it is factory mounted on the forward Strut. To meet Coast Guard Regulations, make sure the tagged strut goes on the rear of the Seacycle.

Insert the ½" threaded knob assembly into the slot at the end of the frame strut. Engage the threads into the hull receptacles. Tighten the T Knob loosely at this time. Repeat procedure on the 2nd hull. Orient 2nd strut to the hulls as in Fig. 1 and assemble using the method above . Tighten Knobs only enough to prevent the frame struts from "drooping" toward the center of the boat, but still loose enough to allow some fore and aft play at the strut ends.