

# SEA EAGLE.com<sup>®</sup>



## FastTrack Kayak

385FT & 465FT

Instruction & Owner's Manual

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July 2011

## Introduction

Sea Eagle FastTrack Kayaks are tough and reliable in many conditions, and will last many years with minimal care.

With its rugged 1000 denier hull material, this kayak can be paddled long distances on open water lakes and rivers and can still handle up to class 3 rapids as well as rough ocean surf.

It features a removable drop stitch inflatable floor, unique drop stitch inflatable bow keel, removable rear skeg and 2 large drain valves.

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## Decals, Stickers & Registration

If you plan to install a motor on your Sea Eagle, most states will require that you register your boat with the state. Please note that our Explorer Kayaks are **not rated** for use with a motor, gas or electric.

It is also possible that at this time you will be charged your own State sales tax on the order if you did not pay sales tax when you ordered it. The Department Of Motor Vehicles in your state will require the MSO (Manufacturer's Statement of Origin) and in some states the Bill Of Sale documentation, both of which Sea Eagle has provided to you.

After registration your state may also require that you apply a registration number to your boat hull. We do not recommend the use of decals and stickers as once applied they will tend to crack and peel over time with inflation and deflation of your boat. Applying them to a small piece of hard plastic or marine plywood and hanging it from the boat is recommended where permitted. Otherwise you can apply the registration numbers with a PVC based paint or permanent marker.

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## Pumps & Valves



### A-41 Foot Pump

A high capacity foot pump made of durable ABS plastic. Packs down for easy travel. Comes with a variety of different adapters for different styled boats.



### One-Way Recessed Valve Adapter

The one-way recessed valve adapter is needed to inflate the keel, floor and hull for the FastTrack Kayaks and is located in the orange repair kit canister.



### Triple Nozzle Adapter

You'll need the large rounded nozzle on this triple nozzle adapter to inflate the deluxe inflatable seats.



### MB-100 Electric Pump

Designed specifically for our higher pressure Sea Eagles. Comes complete with 12V DC power supply, hose and a various attachments.



Included with the MB-100 are a cluster of seven adapters. The only adapter you will need for this boat is adapter number 1.



Also included is the same triple nozzle adapter as your A-41 foot pump. Using the large rounded nozzle take the ribbed end and insert into the hose of the MB-100.



Remove adapter number 1 and push firmly into the large rounded nozzle. To ensure that the adapter is on as tight as possible, push it against a hard surface like a floor or table once it is connected to the nozzle.



Locate the red joint piece and attach the ribbed end into the other end of the hose.



Once the joint is attached to the hose you can then hook it up to the inflation port on the MB-100. The inflation port can be identified as the port that the printed arrows are pointing to and is located directly above the pressure dial. The port on the opposite end can be used for deflation, although this is not necessary for use on our boats.



Adjust the pressure dial to read 3.2 PSI which is the operating pressure for your Sea Eagle. To inflate the drop stitch floor you will need to set the pressure to 4.4 PSI which is the maximum air pressure the MB-100 inflates to.



Connect the power supply to a 12V battery (car or marine battery) using the alligator clips at the end of the extension cord. Connect the red to the positive pole and the black to the negative pole.



Connect the cord at the end of the power supply into the end of the cord attached to the BTP12.



When you are ready to inflate switch the pump on with the ON-OFF switch. The MB-100 will automatically stop once the set pressure is reached. You will still need to switch the pump off when you are finished.



Connect the power supply to a 12V battery (car or marine battery) using the alligator clips at the end of the extension cord. Connect the red to the positive pole and the black to the negative pole.



**BTP12 Mano Electric Pump**

The BTP12 comes complete with a nylon shoulder carry bag, 12V DC power supply, hose and various attachments.



If you ordered the BTP12 Kit then you have the option of connecting the BTP12 to a portable battery. Connect the cord at the end of the portable battery into the end of the cord attached to the BTP12.



Included with the BTP12 are a cluster of seven adapters. The only adapter you will need for this boat is adapter number 1.



To charge the battery plug it into the battery charger and then plug the charger into a household electrical outlet. The light on the battery charger will blink red until it is fully charged. When it is fully charged the light will be a solid green.



Remove adapter number 1 and push firmly into the joint that is already connected to the end of the hose. To ensure that the adapter is on as tight as possible, push it against a hard surface like a floor or table once it is connected to the joint.



There is a small opening inside of the carry bag so that you can carry the battery in one compartment and the BTP12 in another. This makes the pump easy to transport and protects the pump from sand which could get jam it.



Screw in the other end of the hose into the red inflation port which is located directly underneath the ON and OFF buttons.



Press the ON button to begin inflation. The BTP12 operates in two stages which can be identified by the noise of the turbine at the beginning followed by the piston. The BTP12 will automatically stop once the set pressure is reached. You will still need to switch the pump off when you are finished.



Adjust the pressure dial to read 3.2 PSI which is the operating pressure for your Sea Eagle. To inflate the drop stitch floor you will need to set the pressure to 4.4 PSI.

**NOTE: When the device is under pressure, never turn the dial on the manometer anti-clockwise as this would immediately cause the instrument to break.**



**Recessed One-Way Valves**

The valve cap unscrews to reveal the valve stem. When this stem is in the up position as shown the valve retains air. This is the position for inflation.



Push the adapter into the valve and turn to the right to lock it in position. You can then inflate the boat until you start to feel resistance on the foot pump which lets you know that you have reached the recommended pressure.

is noteworthy that the floor can be inflated up to a maximum of 15 PSI.

These working pressures can easily be met with the A-41 foot pump or MB-100 & BTP12 electric pumps. Air compressors designed for other uses like tire inflation (usually around 50 PSI) can easily harm your Sea Eagle which works at a much lower pressure, for this reason we recommend using only pumps suggested by Sea Eagle.



To deflate the air chamber, push the valve stem in with your thumb and turn clockwise to secure it in the down position. This will let the air out of your boat.



Before starting, locate a relatively flat, clean space to unpack your boat. Unroll the kayak so it is laid out flat, and locate your pump and the large removable skeg.



**Deluxe One-Way Valve**

The one-way valves are only found on the deluxe inflatable seats. The outer cap makes the permanent seal, and must be fastened firmly. Be sure the threads are not crossed when tightening the cap or screwing the valve base. Also check to make sure there is no sand or dirt that could break the seal.

Your FastTrack comes with a large removable skeg for improved tracking. Before installing make sure that the key lock is in the out position of the skeg (as pictured).



To inflate the deluxe inflatable seats simply place the large round nozzle into the valve. To deflate, unscrews the inner valve and most of the air will rush out in a minute or two. You can easily fold the seat to push out any excess air.



Simply slide the skeg into the skeg base which is located underneath the stern and then slide the key lock into the small gap underneath the skeg to lock it into position.



To deflate, simply unscrew the inner valve and remove. Most of the air will be released immediately.



Insert the drop stitch floor into the boat and make sure the openings on the floor are center with the air valve in the bow and drain valves in the stern. Inflate the keel first, followed by the floor and then the two chambers of the hull. If you're using the foot pump to inflate you will feel resistance when the working pressure is met.



**Self-Bailing Drain Valves**

FastTrack Kayaks contain two drain valves at the stern. please note, the drop stitch floor has an oval cut-out to allow you access to these valves. Unscrew them to the left for paddling through ocean surf or in white water (up to class 3).



It is important for the floor to be as rigid as possible for it to properly hold the skeg in place. If after inflation is complete the floor is not centered with the openings for the air valve in the bow and drain valves in the stern, you can simply readjust the floor by turning the kayak on its side and pushing the floor into place forcefully by hand.



The FastTrack will take on some water when the valves are open, but these valves will self bail when the kayak is flooded with more water. It is best to keep the valves closed for use in calm or open water to ensure dry paddling.

**Seats & Paddling**

**Deluxe Inflatable Seat**

Inflate the seat so that it is rigid & reasonably hard enough that you can push your finger about 3/4" into the seat. When properly inflated this seat will provide good back support, if overinflated it will bulge out. To sit lower and change your center of gravity you can deflate the bottom portion of the seat.



**Inflation & Setup**

The working pressure of the hull for a FastTrack Kayak is 3.2 PSI. The working pressure for the drop stitch inflatable floor is 4.4 PSI, although it



Attach the straps on the back of the seat to the D-Rings on the pontoons of the boat. For solo use, attach the seat to the middle set. For tandem use, attach your seats to the front and rear D-Rings (note: 465FT has an additional set of D-Rings in the bow for a 3rd seat). The straps can be adjusted for a comfort.



**Tall Back Seat**

This seat provides maximum back support and sets the user in a straighter upright sitting position, the sides of the seat wrap around the paddler giving a secure enclosed feeling. Built in large rear zipper pack holds drinks and other goodies.



Solo passengers can clip the seat straps to the middle set of D-Rings. These straps can be adjusted for comfort.



For tandem use you can clip the seat in front to the set of D-Rings which is closer to the bow. The 465FT features an additional set of D-Rings in the bow to attach a 3rd seat.



**TIP:** It is important when getting in that you place your weight on the bottom seat pad while trying not to knock back the upright backrest pad. This may take a little practice, but is very easy and insures proper back support when done properly.



**7' 10", AB-30 4-Part Paddle**

Features double ended asymmetrical Fibrylon blades at each end, 2 aluminum shafts and 2 drip guards for dryer paddling. Features 65 degree feathering capabilities. Disconnects into 4 parts for easy and lightweight travel weighing just 2.62 lbs.



**8' 4", AB-40 4-Part Paddle**

The asymmetrical spoon blade design of this kayak paddle allows for a smooth entry and an even pull which maximizes the power from your stroke and equals less gripping force and less effort per stroke. Features multiple feathering angles and a fiberglass reinforced blade. Disconnects into 4 parts for easy and lightweight travel weighing just 2.75 lbs.



**Paddle Assembly**

Each paddle in our AB-30 & AB-40 4-Part Paddle sets come equipped with 2 blades, 2 shafts and 2 drip guards.



Begin by locating the end on the shaft where there are 3 pre-drilled holes used for feathering. Use the push pin on the other shaft to join the two together.



They can be either parallel or feathered, so one blade is positioned 90 degrees to the other. This helps when paddling into a stiff breeze because the blade not in the water will slice through the wind with little resistance.



Once the shafts are connected you can slide a drip guard over each end of each paddle and connect the blades using the push pins at each end.

**FastTrack Kayak Accessories (Optional)**



**Drop Stitch Footrest**

We now offer a drop stitch adjustable footrest for our FastTrack and Explorer Kayaks. To use place in the kayak when it is not inflated and then inflate it to full pressure. Air pressure will keep footrest secure in its position.



**Stern Storage Bags**

Though not totally waterproof, they will keep most spray out. To install, tie each corner of rope lacing on the bag with the enclosed cord. You may roll the stern bags up with your kayak for storage. Please note only stern storage bags fit on both the bow and stern of the FastTracks. Included with Pro Kayak Package.



**Tranducer Hook**

Tranducer hook simply slides snugly over the side pontoon. Simply bolt your transducer to the transducer hook using the pre-drilled hole at the bottom of the hook. GPS, transducer and hardware not included.



### Fishing Module

A truly stable and comfortable seat that gives the angler a better line of sight for hours of fishing. The fishing module weighs 16 lbs. and includes the swivel seat, 2 filler tubes, 2 rod holders, release-a-seat mount and aluminum seat board. Depth finders and GPS can also be mounted to the front of the aluminum seat board.

Before you begin you will need a small crescent wrench and Phillips head screwdriver.



The fishing modules also comes complete with two fishing rod holders, hardware and mounts. There are two pre-drilled holes at the same ends of the aluminum seat board.



Install the rod holder mount into the platform and secure by tightening the screws with the Phillips head screwdriver.



Once the mount is installed, insert the rod holder into the mount.



The aluminum seat board comes pre-assembled and has pre-drilled holes in the center of the two boards and at one end of the boards for a rod holder on each side. Begin by locating the 2 aluminum filler tubes and aligning them with the pre-drilled holes in the center of the board.



With the seat mount installed you can now slide in the swivel seat. Once the swivel seat and rod holders are attached you can now take the entire fishing module and place it inside of your fully inflated FastTrack Kayak. The fishing module should fit securely and snug inside the FastTrack and does not need to be strapped down or secured in any other fashion.



Hardware for the swivel seat comes standard with the fishing module and includes 4 bolts, 4 washers and 4 nuts.



Line up the release-a-seat mount on top of the aluminum filler tubes in the center of the aluminum seat board. Once aligned you can then insert the four bolts through the top of the seat mount.



Once the bolts are in place you can then install the washer and the bolt on the underside of the aluminum seat board where the four bolts stick out.



Use the screwdriver at the top of the bolt to hold it in place while simultaneously using the crescent wrench on the nuts on the bottom to tighten the bolts for the seat mount.

### Safety

In addition to properly registering your Sea Eagle, it is your responsibility to be aware of and to comply with all relevant safety regulations. In all water sports you should have reasonable swimming ability. Just as swimmers have a cardinal rule about not swimming alone, you should never go boating alone.

The next point to consider is having a personal flotation device (PFD). Not only is it the law, but from our point of view, it is just plain foolish not to have PFD's for everyone aboard. You must use U.S. Coast Guard approved PFD's. The type of water conditions you are going in should determine which is safer for you. Depending on the circumstance and the type of boating you enjoy, you should consider other safety measures (i.e. if you're white water rafting, it might be wise to wear a wet suit, gloves, and even some sort of protective helmet). **If you are considering whitewater rafting it is strongly urged that you and all passengers are strong swimmers.**



In a manual of this type it is impossible to give adequate space to the topic of water safety. We strongly suggest, however, that you enroll in one of the excellent water safety courses offered by the Power Squadron or US Coast Guard Auxiliary in your area, for more info visit [www.uscgboating.org](http://www.uscgboating.org).

## Operating Your Sea Eagle



### Whitewater Rafting

FastTrack Kayaks can be used on flat-water, free flowing rivers or up to class 3 whitewater. Please note, we recommend that you remove the large skeg when going down white water or shallow water rivers, since the skeg can catch on rocks and logs. FastTracks are rugged, capable boat tough enough to endure the stresses of running a white water river.

It is not possible to adequately discuss the topic of whitewater kayaking in the context of this owner's manual. Cecil Kuhne's 'Inflatable Kayaking' (ISBN 0-8117-2810-2) is a great source of background information on paddling techniques.

**TIP:** We recommend that anyone partaking in whitewater be certain that you and all passengers are strong swimmers and enroll water safety courses offered by the Power Squadron or Coast Guard Auxiliary in your area. Whitewater kayaking is extremely challenging and rewarding and it can also be very dangerous to those that disrespect the power of moving water. So we always advise you learn everything you can about any river you wish to go down and be prepared for dangerous and changing conditions that might arise.



### Lake & Stream Paddling

All of our kayaks perform well in lakes and streams. Remember to close the drain valves, and you will have a totally dry trip. This is a huge benefit in whitewater or ocean paddling, but it is not always appropriate for flat-water or sea kayaking. The FastTrack is particularly suitable for paddling long distances due to the inflatable bow and large rear skeg.



### Ocean Kayaking

You should never go into ocean waves rougher than you can handle and if you are not familiar with the ocean should take appropriate care and always kayak within range of a lifeguard station. Never lose sight of oncoming waves, and **never, never exhaust yourself in the ocean.** It's always better to end the day early and safe.

Please note, if you are going to paddle in and through ocean surf where you get wet from breaking waves, you will probably want to go with the drain valves open (do not lose the O-rings inside of the drain valves - these make the drain valves watertight when closed).



### Standup Paddling

The Sea Eagle FastTrack Kayak is rigid enough and stable enough to be paddled while standing up by one person. This provides an added dimension to paddling and will greatly increase the exercise you get from paddling. It will take some practice but it provides a whole body workout not possible from just kayak paddling.

This is because standing up requires constant rebalancing with your feet and legs. In doing so, you will find yourself using muscles and tendons in your feet and legs that you never knew you had. Please note, for Standup Paddling you will need an SUP paddle.

### Practice Falling Out Of/Getting Back In Your Sea Eagle

It is a good safety precaution, even though you may never need to use it, to practice falling out of your Sea Eagle. Just be sure you know how to get back in. You should do this in warm weather and in calm and warm water that is shallow enough for you to stand in. It is also important to be a good swimmer before practicing this technique and having someone with you as a spotter is a good idea. To begin simply roll into the water and then try to get back in for which there are 2 suggested methods.

Grab onto the side pontoon and literally roll your body back over the pontoon and into the kayak - this will take some practice and it needs to be done quickly.

Use your arms to reach over the sides to pull you body up and push yourself into the kayak. In both methods, it is helpful to do it quickly and smoothly in one continuous move - this is one of those cases of he who hesitates is lost - you cannot stop in the middle - you should make your effort to get in one continuous motion to roll or push yourself into the kayak.

Once you are familiar with falling out of and getting back in your kayak you can safely take your kayak out into deeper water. Again, it is quite easy to stand up in the FastTrack and you may never need to know how to get back in. In any case, it is a good safety precaution to know how.

### Start In Shallow Calm Flat-Water

If you are not an experienced standup paddler, we suggest that you start in shallow and calm flat-water and practice for an hour or two before paddling out into deeper water. We also recommend that you do so when the water temperature is comfortable for swimming. Do not be discouraged if you fall once or twice.

Standup Paddling is much like water skiing, it takes some practice and experience to be proficient. Give it some time and don't give up. If you do fall in, use the methods described above to get back in Remember, Standup Paddling is a wonderful experience and pastime once you get used to it.

### Standing Up In Your FastTrack

When getting on your FastTrack, have your SUP paddle already in your hand and make sure you are in deep enough water (1' or more) so the large skeg is not scraping the bottom - you want it to be free to do its thing. Crouch down on your knees in the center to 2/3 back of the kayak. Place your left foot on one side of the drop stitch floor and stand up bringing your other foot up onto to the floor, a little in front or behind your other foot.

**Please note, we recommend you wear athletic socks because they give you a good grip on the drop stitch floor whether it is wet or dry.** Once you are standing, move your feet (one at a time) further to the side of the pontoons, one foot a little bit in front of the other. Use your SUP paddle for balance, switching it side to side as needed. It is a good idea to get used to moving your feet forward and backward, always using your SUP paddle to counter balance your weight.

As soon as you are comfortable, start paddling forward keeping most of your weight just back of the center of the kayak. As you paddle forward, switching your paddle from one side to another, experiment paddling with longer and shorter strokes. Please note, you can paddle two strokes or more on one side if you have sufficient momentum. As the board turns to the other side, switch your paddle to correct.

### Advanced Stand Up Paddling

Once you become proficient in stand-up paddling in shallow water, you can expand your practice to deeper waters. As time goes by, you can try stand-up paddling on rougher water days, getting used to the drop and pitch of larger lake or bay waves or from waves caused by passing motorboats.

Once you feel comfortable with paddling on flat-water in different wave conditions, you can consider stand-up paddling in the ocean. Again, we think you should go out on calm day to start. Try to pick a day with small waves that you can practice in. First, you will need to learn to paddle beyond the waves. As you become used to going through smaller ocean waves, then try larger waves. Here, some knowledge of surfing and swimming in the ocean is very important. In time, you can consider actually trying to catch small waves in ocean surf. This probably should be done first paddling sitting down and then, as you become more proficient, paddling standing up.

These instructions are not sufficient to going into detailed surfing lessons. We suggest you go online and read up on surfing, if you do not have

ocean surfing experience. Please also note, there are many good surfing courses offered locally throughout the country that you might consider.

### **Paddling Against The Wind: Standing & Sitting**

You will quickly discover when SUP paddling that it is easier to paddle with the wind than it is against the wind - this is because your body acts like a sail going with the wind and as a sail in reverse going against the wind. A good rule of thumb, if you want to enjoy the benefits and joy of stand-up paddling and not experience some of the downside, is **to paddle sitting down with a double end paddle going against the wind and to paddle standing up with a SUP paddle standing with the wind.** This way, you get the best of both worlds!

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## **Deflation & Rollup**



First deflate all the valves and let the kayak deflate for about a minute or two. Note that it is not necessary to remove the skeg.



Roll one side of the kayak toward the center and then fold the other side over the first. The kayak will still have a bit of air as shown at left.



Starting from the stern, roll the kayak up like a sleeping bag. For the most compact storage it is important to roll the boat tightly in the beginning and keep it tight.



Once the boat is rolled up it is ready to be stored or carried. If you plan on storing your kayak for more than a few days, it is best to towel it off or let the kayak dry in the sun to remove any excess moisture which might cause unsightly mildew.

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## **Care & Maintenance**

There is very little that you have to do to keep your boat in almost new condition for many years. You may store it inflated or deflated. If you leave it outside, you should raise it up off the ground and cover it with a tarp if it is going to be in direct sunlight or exposed to leaves, berries or rain. If you leave it in the water, you will probably have to empty out the water every time it rains (this will also harm the wooden floorboards over time).

We do not recommend using your boat below 30 degrees Fahrenheit. PVC material can become brittle in extremely cold temperatures. This will not harm a boat stored in cold conditions as long as it is not dropped or subjected to a sudden impact in the extreme cold.

If you store it in a closet, basement or garage, we recommend picking a cool, dry spot, making sure the boat is clean and dry before you pack it up - otherwise mold can accumulate while it is stored.



Extend the life of your Sea Eagle boat with periodic use of this amazing protectant! Spray on every 30-45 days to improve resistance to UV, chemical and many other types of harmful exposure.



We all try to keep our boats clean, but there are some stains you just can't avoid. With 3M Marine Cleaner & Restorer, you can remove the toughest stains from mud, bird droppings, oil, and many others.

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## **Troubleshoot**

### **Air Leaks**

If your boat appears a bit soft, it might not be because of a leak. If the boat was inflated late in the day with 90 degree air, that air might cool 20 degrees overnight. The cooler air exerts less pressure on the hull, so it could appear soft the next morning. If there has been no temperature variation, you need to start looking for a leak. Below are the three best methods.

### **Visual Inspection.**

Get a good look at your boat from just a few feet away. Flip it over and closely check over the outside. Any large leaks should be clearly visible.

### **Listen**

If you have a rough idea where your leak is, you can sometimes hear it in a quiet room.

### **Soapy Water Test**

Use a mix of dishwashing liquid and water in a spray bottle, and spray over suspicious areas. Any leak will produce bubbles that will pinpoint the location of the leak.

### **Valve Checks**

Look, listen, and if necessary, spray soapy water around your valve and the valve base. Make sure that both the inner valve and the outer cap are firmly screwed together. If threads are crossed on either item a slow leak could result. A good way to avoid this is to first turn the outer cap back 1/4 turn. Sand in the diaphragm, threads, or O-ring. Check the diaphragm at the bottom of the inner valve for sand between the diaphragm and the inner valve. Also check the threads on the inner valve, boat hull, and outer cap for any dirt or sand which might break the seal.

Extreme over tightening of inner valve into valve base can cause a depression in the top of the valve base. In this case, simply sand the depression out with fine sandpaper to create a flush surface.

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## **Repairs**

Through use you may occasionally puncture your boat. Most leaks only take a few minutes to repair. Your boat comes with a repair kit, and additional repair supplies can be ordered from our website.

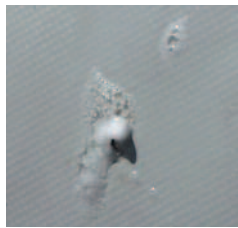
### **Small Repairs**

Deflate your boat. Thoroughly clean and dry area to be repaired. For a small puncture (less than 1/8th") apply a small drop of glue. Let dry 12 hours. If you need to get on the water sooner, let dry 30 minutes and then inflate the boat, inflating the compartment with the repair only 3/4 full. Be sure to make a permanent repair later.

## Patches

Leaks larger than a pinhole can be patched. Most patches can be done in a few minutes, but we do offer a repair service for more complex jobs out of warranty.

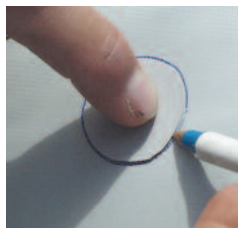
Our minimum repair fee is \$75.00 and you will be responsible for freight expenses to our facility in Port Jefferson and return freight to your destination.



First locate the leak by the methods above. Soapy water will bubble out from the source of the leak.



Thoroughly clean the area surrounding the leak to remove any dirt or grime.



Cut a piece of repair material large enough to overlap the damaged area by approximately 1/2". Round off the edges, and place over the leaking area. Using a ball point pen, trace the outline of the patch. Angle the pen inward a bit so that the ink will be covered by the patch later.



Apply adhesive to the underneath side of patch and around the area to be repaired. Coat the affected area lightly but completely with glue. Let the glue sit for 2-4 minutes until it appears tacky.



Place the patch on the damaged area and press down firmly. Place a 3-5 pound weight over the patch and allow 12 hours for repair to dry. After patch has dried, apply glue around the edges for a complete seal (dry 4 hours).



## Valve Removal & Replacement

**DO NOT** change out the valve unless you are sure it is broken. Under most circumstances the valve will not leak and should outlast the boat. The base is built into the boat and cannot be replaced without cutting the chamber open.



If it is necessary for you to replace the one-way recessed valve than we recommend the following tools and methods. Suggested tools include channel lock pliers, valve wrench (included with your repair kit) vice grip pliers and piece of repair material (also found in the repair kit).



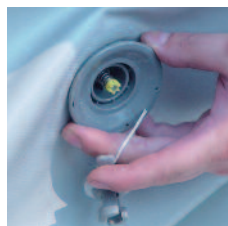
Inflate the chamber to full pressure if possible and loosen with the valve wrench by turning it counterclockwise. Deflate the chamber and unscrew the valve body from the base.



Place a piece of repair material in the jaws of the channel lock pliers to protect the hull material. This is especially true of new boats because the material is still quite soft. Once the body of the valve is unscrewed from the base, pull the valve body from the opening. The opening is very tight, so you may have to pull hard.



Do not allow the base to fall away from the opening, or you will be feeling around for it and pushing back towards the opening. The new valve must be an exact duplicate of the existing, otherwise it may not fit tightly into the base. The inner valve is loose, so make sure you hold the hull so that it does not move.



Insert the replacement valve and tighten by hand until secure. Once the replacement valve has been screwed in, inflate the chamber to full pressure and use the valve wrench to tighten the valve completely.



## D-Ring Installation

D-Rings can easily be glued onto your FastTrack Kayak for additional or custom seating arrangements. They can also be used as tie-down and anchor points for gear and extra storage and are easily installed using a PVC based glue.



The small sized D-Rings that are already equipped on your Explorer Kayak are 3/4" and come attached to a patch of the same 1000 Denier material as the hull of your FastTrack Kayak.

To begin make sure the boat is fully inflated to 3.2 PSI. You'll want to make sure the area where you are applying the new D-Ring is thoroughly clean and dry and then trace an outline of the D-Ring onto the boat hull. Angle the pen or pencil inward a bit while you're tracing so that the D-Ring patch covers the trace mark once applied.

Apply a thick coat of adhesive both to the boat hull (where you just created a trace mark) and to the underside of the D-Ring patch and spread evenly on both surfaces. Using a paintbrush or other like utensil is recommended.

Allow the glue to dry (this can take anywhere from 5 to 15 minutes) and then apply a second coat of adhesive and possibly a third if the first two coats are thin. You can use a hairdryer set to high (hot) and heat both surfaces (approximately 160° F) and then apply them to the boat.

Press the surfaces together and using your hands or a tool for smoothing to make sure that there are no air bubbles underneath the patch. The adhesive should hold the entire glued surface within minutes. If the surfaces begin to separate, press them together for a few more minutes to allow the adhesive to firm up.

Put a heavy object (5 to 7 lbs.) over the patch and allow it to dry for about 12 hours. If the surfaces continue to separate after they have cooled, apply more adhesive and heat with the hairdryer. Press surfaces together until adhesion is complete. Allow adhesive to set in for at least 12 hours, full curing time is 5 to 7 days.



### 2 Part Adhesive

The adhesive that comes standard in your repair kit will work for installations, but for tougher repairs we recommend Weaver's 2 part adhesive. Mix the necessary amount of adhesive and accelerator and apply 2 to 3 coats of adhesive as described above. After drying, use the hairdryer or wipe both surfaces with a rag soaked with MEK.

Allow the MEK to evaporate (approximately 15 seconds) and apply the item to the boat. Smooth the patch and allow to set in anywhere from 12 to 24 hours. The 2 part adhesive provides the best bonding and can also be heated with a hairdryer as described above. Either MEK or the hairdryer methods are acceptable for the repair kit (PVC based) glue, Vynabond or 2 part adhesive.

### TIPS:

Pre-wash the surfaces to be glued with acetone or MEK (Methyl Ethyl Ketone) which is a widely available paint thinner found in most hardware and home supply stores. Make sure the surface is both clean and dry before adhesion. **DO NOT** use a heat gun on your Sea Eagle.

Any glued item can be removed by heating it with a hairdryer while pulling at the edge with pliers. The item may become damaged in the process. Perform this work in a well ventilated area and heed the warnings for all adhesives and solvents. Repairs These methods can also be used to patch air leaks. Make sure the boat is deflated before repairing air leaks.

### Removing Old Patches

Old patches can be easily removed with a solvent called MEK (Methyl Ethyl Ketone). MEK can be obtained from any hardware or paint store and it easily dissolves the marine PVC glue that we use on our boats.

### WARNING!

Please bear in mind that MEK is a very strong solvent and can also cause damage to the material of the boat, so use it very carefully and sparingly. Wear rubber gloves while handling MEK because it is very flammable and keep away from fire, lit cigarettes or sparks. To remove old patches, dip a cotton swab in MEK and start applying it on one end of the patch. You will notice that the glue starts dissolving in MEK and the patch starts to separate. Sparingly keep applying MEK under the patch and keep peeling it off. Once the patch comes off the residual glue may be cleaned with a rag moistened with MEK solvent.