

FlyBoard User and Safety Guide

Revised 9/25/12

Operators must read the FlyBoard User and Safety Manual before taking the Video Operational Training Course.

Warning

Do Not let anyone Operate the FlyBoard from the PWC or operate the FlyBoard, using the EMK, without being Certified by FlyBoard, Inc., the Video Operational Training Course or a Certified FlyBoard Inc. Instructor. A person may seriously injure or cause death to themselves, or someone else, without proper training.

When the FlyBoard Operator is using the Electronic Management Kit, they must have a certified operator on the PWC.

Coming Soon

**The Video Operational Training Course is available for
FREE Online
At FlyBoard.com**

INSIDE THIS MANUAL

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7. Composition and assembly of the FlyBoard

DESCRIPTION

The FlyBoard ® is an accessory that attaches to any PWC (Personal Watercraft). The PWC propels the FlyBoard through air and water. The FlyBoard propels 90% of the water through the primary nozzle, with the remainder routing through the hand nozzles which ensure stabilization. **Despite its seemingly intuitive use, the FlyBoard is extreme sport equipment. Operators should practice with great vigilance.**

SAFETY AND GENERAL INFORMATION

Age and Weight

1. Persons MUST be 18 years of age or older to use the FlyBoard.
2. No Operator can weigh over 375 lbs.

Instructor Training

To become a Certified Instructor a person must take a 7 hour hands on Instructor course at FlyBoard, Inc Instructor School, in Fruitland Park, Florida. Also, the person must obtain and provide the following:

- First Aid and CPR Certifications (can be done online)
- Boat Safety Course (for your country and/or state law) (can be done online)
- Time Log – 20 hours minimum on the FlyBoard.
- Insurance

Equipment Required

(Operators must wear this equipment at all times while using the FlyBoard)

1. Coast Guard approved Buoyancy Vest
2. Wakeboard (or comparable) helmet / FlyBoard Certified Helmet
3. Isothermal Pants – The penetration of water through the orifices of the body during a fall may cause serious injuries. Wearing a simple bathing suit is not adequate protection against the power of water penetration into the lower orifices of the body.

4. Ear Plugs (unless you have a Wakeboard Helmet that covers the ears) Putty style ear plugs are recommended as they are not small enough to get forced into the ear canal.

Use of FlyBoard

1. The operator of the FlyBoard must have a fellow certified operator on the PWC at all times with or without the Electronic Management Kit. This ensures that if any safety concerns should arise, a qualified person is always present to assist.

2. The FlyBoard user and PWC driver must be able to swim efficiently.

3. The FlyBoard must be used only by one person. It is strictly forbidden to have two or more persons on the FlyBoard at the same time.

DO NOT USE the FlyBoard when:

1. Winds exceed 35 mph and/or waves exceeding 3 ft in height.
2. Under the influence of alcohol, narcotics or drugs that affect alertness.
3. Pregnant.
4. Dealing with any pre-existing conditions and/or injuries; please consult your doctor before use of the FlyBoard.
5. You are phobic of water.
6. Tired or fatigued.
7. Using compressed air or scuba equipment. This could cause an embolism and death.
8. Wearing contacts lenses or eye glasses.

Operators MUST:

1. Follow the navigational laws in force in the country where using the FlyBoard.
2. Find an area away from any other watercraft such as: boats, PWCs, and other FlyBoard operators. Also, stay clear of swimmers, divers, and other people in the water.
3. Operate the FlyBoard in a minimum depth of 8 feet of water, unless diving in and out of the water, in which case maintain a depth of 12 feet or greater. Also, be aware of any obstacles beneath the water and only dive in water with 100% visibility to previously specified depths.
4. Be aware that water depth can change significantly over short periods of time due to tides, currents, and manmade events. You must adjust your depth accordingly to meet the minimum depth requirement set forth above.

DO NOT:

1. Direct the jet propulsion towards a person.

- 2. Dive into murky water. Most water injuries are caused by diving into the water. You could cause neck and/or spinal injuries. Know your water area. If you are going to dive into the water, it is best to dive into clear water.**
3. Take off and/or land, on land, or use the FlyBoard near any surface such as rocks, docks, beaches, boats, banks, etc., as the risk of injury near these surfaces is high.
4. Attempt to swim while attached to and/or using the FlyBoard. The FlyBoard will float and while wearing the correct CE Certified vest, you will float.
5. Exceed your physical limits. Also, avoid aggressive maneuvers to reduce the risk of losing control. The FlyBoard is a high performance machine, not a toy.
6. Reproduce stunts, tricks, and risky behaviors as seen on television, the internet, or in person (example: back flips). These are made by professionals and if attempted by a non-professional, could risk serious injury, put your life in danger, and damage the equipment.
7. Operate the FlyBoard near sand. Sand will get into bearings. Time is needed to break in the FlyBoard bearings and seals.

FlyBoard Operations

Warning: Make sure that the 45 foot hose is all the way extended before you throttle the power of the Jet Ski to raise the FlyBoard user out of the water. Powering the throttle before the hose is fully extended could seriously cause injury to the FlyBoard user.

When turning, you must have a minimum turning radius of 30 feet. An aggressive turn against the PWC may cause:

- A. The FlyBoard user to fall
- B. The PWC driver to fall
- C. Malfunction of the FlyBoard
- D. Destruction of FlyBoard in whole or in part

Do not turn 360 ° loops in front of the watercraft as this may damage the hose and electric cable.

You can go 45 feet high and we recommend not going deeper than 8 feet deep. If you go deeper than 8 feet and you do not pressurize your ears, you can rupture your ear drums.

It is advisable that the FlyBoard user falls forward as much as possible so that the nozzles of the propulsion are directed downward, which greatly helps to cushion the fall and aids in not sinking under water.

Never take a path towards the PWC either forward or backward.

The FlyBoard user and PWC driver must make sure that the FlyBoard user has sufficient stability without falling (forwards or backwards) before attempting higher elevations.

If, when submerged the operator becomes disoriented, the operator should release the throttle or shut off the engine to the PWC in order to float back to the surface.

In water where strong currents are possible, you must have the PWC's power on to be able to escape the current from pulling the person on the FlyBoard under. If the FlyBoard operator needs to turn the power off, quickly turn the power back on to aid in escaping the water current.

For a novice FlyBoard user

The driver of the watercraft must not exceed 4500 RPMs (Revolutions per Minute) when trying to lift the FlyBoard user out of the water, unless the FlyBoard user weighs 225 lbs or more, then the watercraft must not exceed 5000 RPMs. If the FlyBoard user fails to take off, it means that their feet are not positioned correctly. It is important not to accelerate more than the RPMs stated because the user may be propelled in the air and rise out of the water higher than is allowable.

When the FlyBoard is operated from a person from the PWC (without the electronic kit), the driver of the watercraft must not exceed 6000 RPMs. It is recommended for PWCs over 250 hp, to use their key to limit the amount of horse power used (please see your PWC manual).

The FlyBoard user must

1. Enter the water face forward.
1. Maintain a minimum distance of 15 feet from the PWC at all times.
2. Always be absolutely positioned to move forward and never backward to limit falls on their back. You want to fall on your front side and fall away from the PWC, this will help you avoid coming in contact with the PWC and Hose.
3. Constantly control their position relative to the PWC and be even more vigilant when they rise to heights greater than 15 feet.
4. Also be aware of, and avoid, the presence of any objects, reefs, buoys, shallow land, etc.
5. Be aware that the water depth can change significantly over short periods of time due to tides, currents, and man made events, such as releasing water from reservoirs. You must adjust your depth accordingly to meet the minimum depth requirement of 8 feet.

If and when the FlyBoard user

1. Gets closer than 15 feet, release the throttle. This will help the FlyBoard user to remember to stay away from the PWC. If the FlyBoard user is higher than 10 ft, release the throttle gradually.
2. Gets closer than about 8 feet, do not release the throttle, by doing so the operator of the FlyBoard could hit the PWC. Instead, slowly let up on the throttle.
3. Falls into the water, the FlyBoard user must be aware of the distance between themselves and the watercraft which the FlyBoard is connect to due to the inertia that may push the PWC towards the FlyBoard user. You want to avoid the PWC from hitting your head.
4. Falls on their back or goes underwater (from a fall, dip, etc.) the driver of the watercraft must immediately release the throttle and turn off the engine to stop the person from going to the bottom of the lake or body of water.
5. Falls, especially on their back, the user may go underwater to a depth of about 6 feet and must anticipate an apnea of about 10 seconds during the fall and during immersion.

Electronic Management Kit (EMK) Use

The electronic system must be installed by a professional.

The Electronic Management Kit or EMK has 4 LED lights indicating the amount of propulsion used. 1 LED light is the minimum and 4 LED lights is the maximum.

The FlyBoard user must begin learning with step 1 (1 LED light) for a minimum of 20 minutes of use. More time may be necessary depending on user capabilities.

Each step (LED lights) must be performed for a minimum of 20 minutes before moving on to the next step.

Step 4 (4th LED light), must not be used until the user has spent a minimum of 10 hours in position 3 (3rd LED light) for PWCs in excess of 150 hp. Step 4 has the potential of lifting the FlyBoard user 45 feet into the air. Step 4 should only be used by advanced FlyBoard users.

If you have the EMK installed, you must lubricate the stainless bearing in the 180 degree Elbow after each use or when storing. Before you use the FlyBoard make sure that stainless steel bearing rotates freely, if the bearing does not rotate freely, it will damage the EMK cable. This is not covered under Your warranty.

TYPE OF PWC

PWC - Any type of watercraft provided that is approved and certified by the authorities of the country of use.

Power requirement: 100 hp

Maximum power allowable: 300 hp

It is extremely dangerous and not recommended to remove the buoyancy elements of the PWC or FlyBoard.

Adapters are available from our distributors depending on the brand and model of each watercraft.

Never trailer or launch the Jet Ski with the 180 degree elbow on back of the PWC.

WHERE TO PRACTICE THE FlyBoard?

The FlyBoard can be used in both closed water (ex. lakes) and in open water (ex. ocean) provided that the minimum water depth of 8 feet is respected. 12 feet when diving.

Warning: It is the responsibility of the user to ensure that there is sufficient depth of water in the place chosen to use the FlyBoard.

If you are setting up, breaking down, or just docking the FlyBoard near a dock, where there are waves, make sure to bring all parts of the FlyBoard (especially the hose) out of the water because it may drift and get caught on rocks or get wrapped around the dock.

MAINTENANCE

To ensure adequate security, we recommend:

- a. Do not bend black arm hose more than 30 degrees, this will shorten the life of the hose and void your warranty. When you do bend the hose, bend the hose back to its original shape with a channel lock pliers. This will stop the wires from sticking out and causing the hose to leak. Also, the hose is made extra long so that you can cut off the hose where it leaks.
- b. Spray the Bearing of the EMK on the 180 degree pipe with lubricant daily. Spray with lubricant before and after being stored for a long period of time. Also, make sure that the Bearing rotates freely before each use, if the Bearing does not rotate freely, it will damage the EMK Cable. This is not covered under Your warranty.

- c. After two hours of operation of the FlyBoard, check and make sure the allen head bolts that hold the hose housing in back of the PWC are tightened.
- d. Each day you use the FlyBoard make sure the boots screws are tightened.
- e. Change the hose every 2 years
- f. Changing the plastic ball pivot systems and rotation of the FlyBoard every 2 years
- g. Change the pipes connecting the thrust system to the hands every 2 years
- h. Change the hose protection carabineer regularly due to wear
- i. The FlyBoard should be rinsed with clean water after each use
- j. Do not pull the hose on the floor when full of water
- k. The hose should be rinsed, dried, and rolled up after use and before each storage
- l. Do not over tighten the 180 degree elbow to the PWC this will cause your allen wrench to break. Have spare 6mm round allen wrench in your PWC compartment at all times.
- m. Get a floating device for your allen wrench.
- n. The FlyBoard must be stored in a dark, dry place.

CONNECTION TO THE PWC

To connect the FlyBoard to the watercraft

1. Remove the rear jet nozzle and braking system (your PWC may not have a braking system).
2. Connect the adapter (part # 001) for the appropriate make and model to your PWC.
3. Attach the large 180° Elbow (part # A01) to the adapter (part # 001) that is attached to your PWC.

The screws on the large 180° elbow (part # A01) must be tightened counter-clockwise and should not be over tighten with the allen wrench, as over-tightening could break the key or screw. Tighten screws with one hand. This will prevent over tightening.

With the large 180° elbow coming out of the PWC and going to the left (facing back of PWC),you need to tighten the screw in the top right of the elbow in place.



To make sure that you have connected the top right screw properly, gently wiggle the elbow back and forth to ensure that you have tightened the screw correctly so that the elbow doesn't slide around.

4. No longer is the back strap needed.
5. Connect the front strap (part # 006) to the coupling hook in front of the PWC as shown in the picture below



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The FlyBoard® is protected by USA and International patents.

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To have the 1 YEAR LIMITED GUARANTEE OF THE FlyBoard, you must register on the site: www.zapata-racing.com, section "FlyBoard - Service" within 15 days after purchase.

Zapata Racing does not guarantee the FlyBoard if not used as described in this manual.

The warranty is limited and covers only defective parts.

The warranty does not cover wear and tear on parts.

The FlyBoard should be used in its original configuration. It is strictly forbidden and dangerous to modify, remove, or add parts other than those provided by Zapata Racing.

Breakage of equipment caused by falls associated with extreme use will not be guaranteed.

This manual is not fully comprehensive and you must use sound judgment and

proceed with caution.

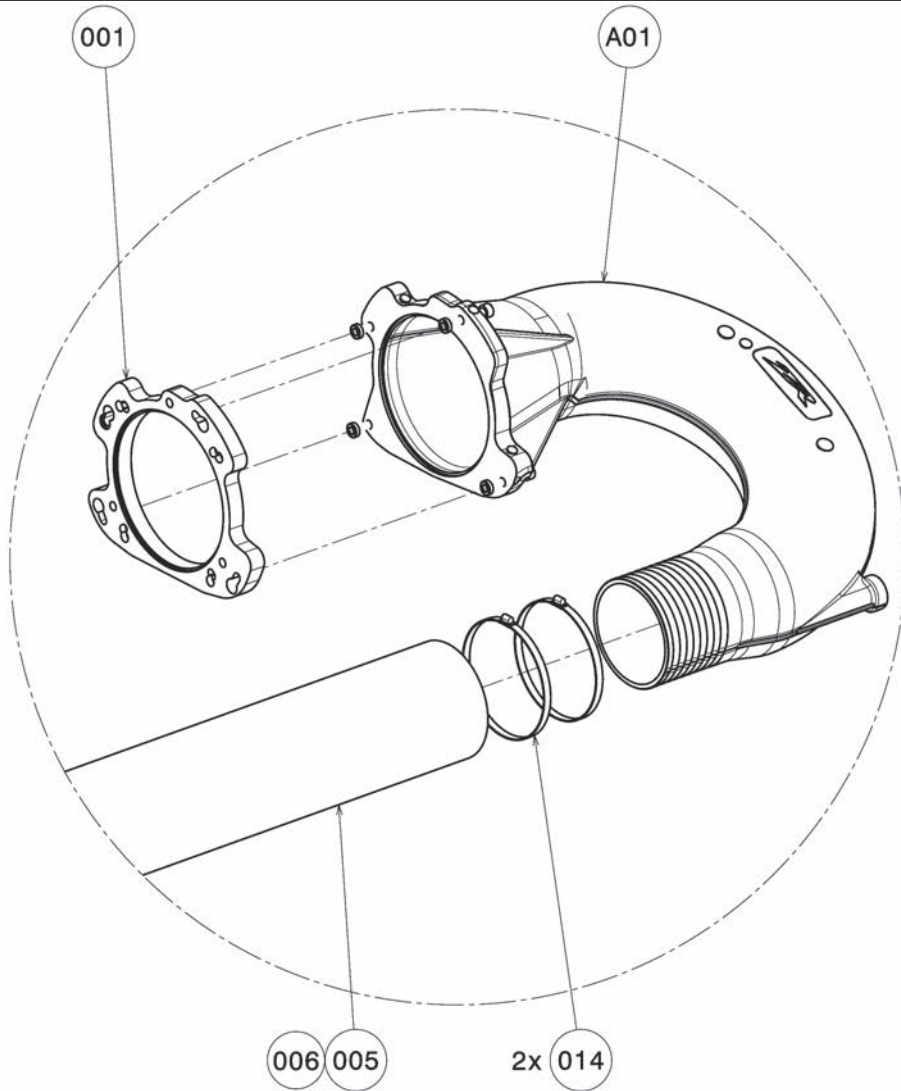
It is your responsibility to frequently check for the latest release of this manual.

**The most current manual is available online at:
<http://FlyBoard.com/docs/manual.pdf>
or call our offices at 1-800-599-9581 or 352-388-1092
to request one to be sent to you.**

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Please See Manual for legal information and warranty information.

PHASE 01: PWC CONNECTION ASSEMBLY

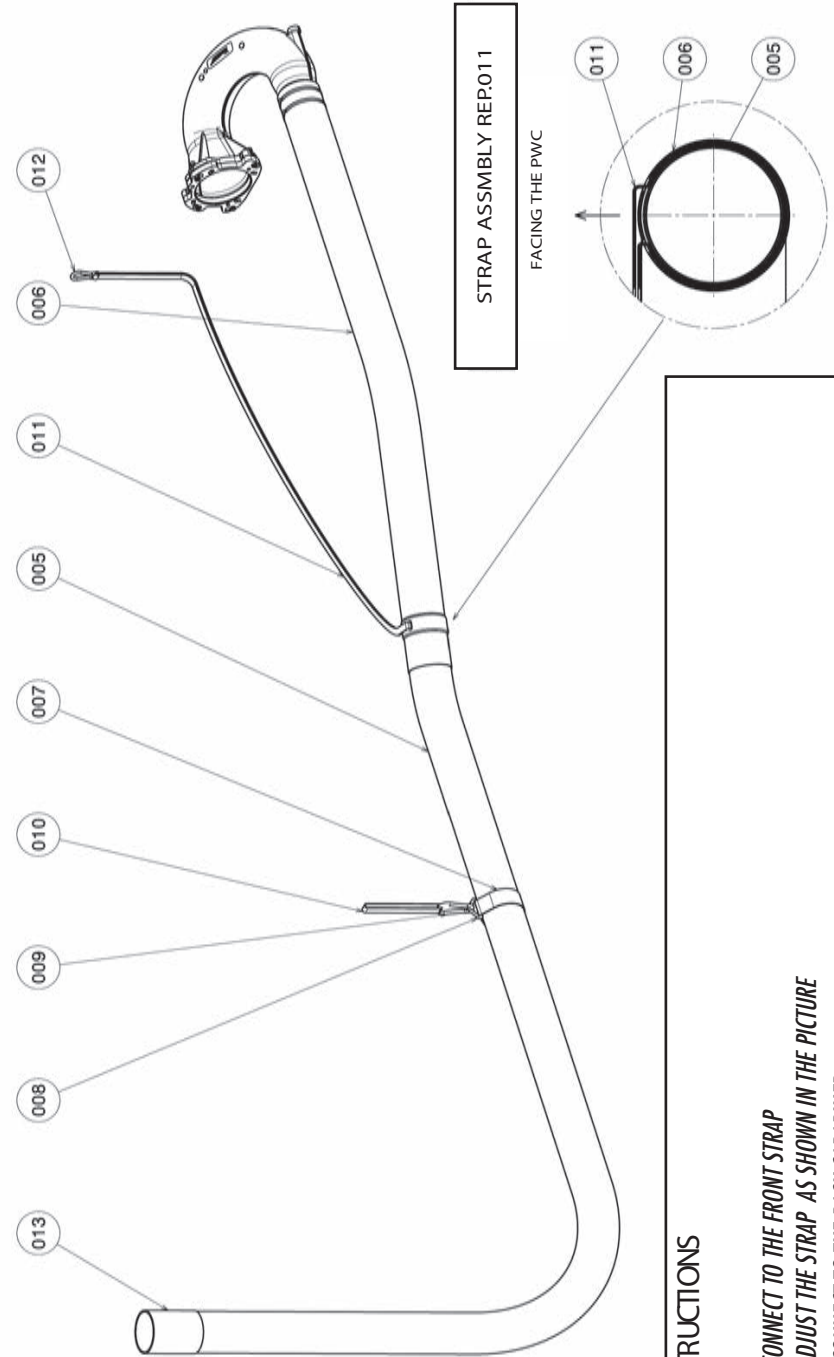


INSTRUCTIONS

001 : CONNECTED TO THE PWC INSTEAD OF THE OUTLET CONE USING THE ADAPTER KIT AS EXPLAINED IN THE "FLYBOARD ADAPTER ASSEMBLY" SHEET ACCORDING TO THE PWC MODEL (SEE PICTURE)

014: TORQUE: 13 LB/ft, BEFORE TORQUE PLACE THE PROTECTION SOCK REP.006 UPWARDS (SEE PICTURE)

PHASE 2: TUBE ATTACHMENT ASSEMBLY



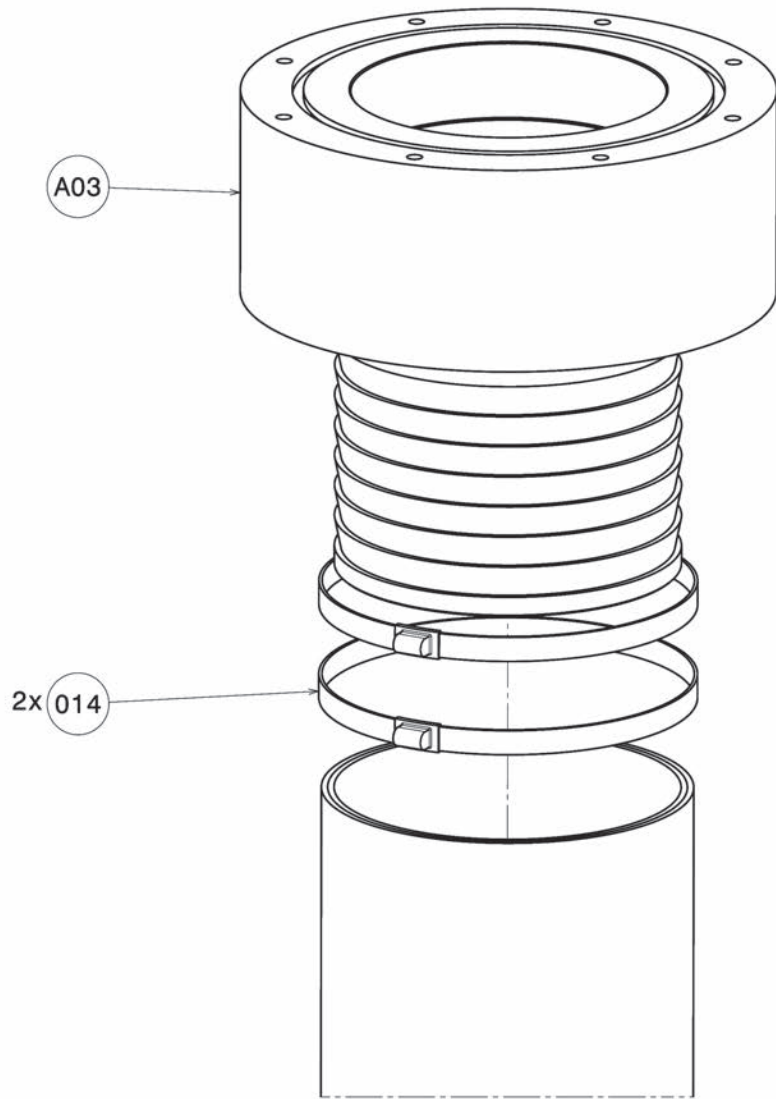
INSTRUCTIONS

010 : CONNECT TO THE FRONT STRAP

011 : ADJUST THE STRAP AS SHOWN IN THE PICTURE

012 : CONNECT TO THE BACK CARABINER

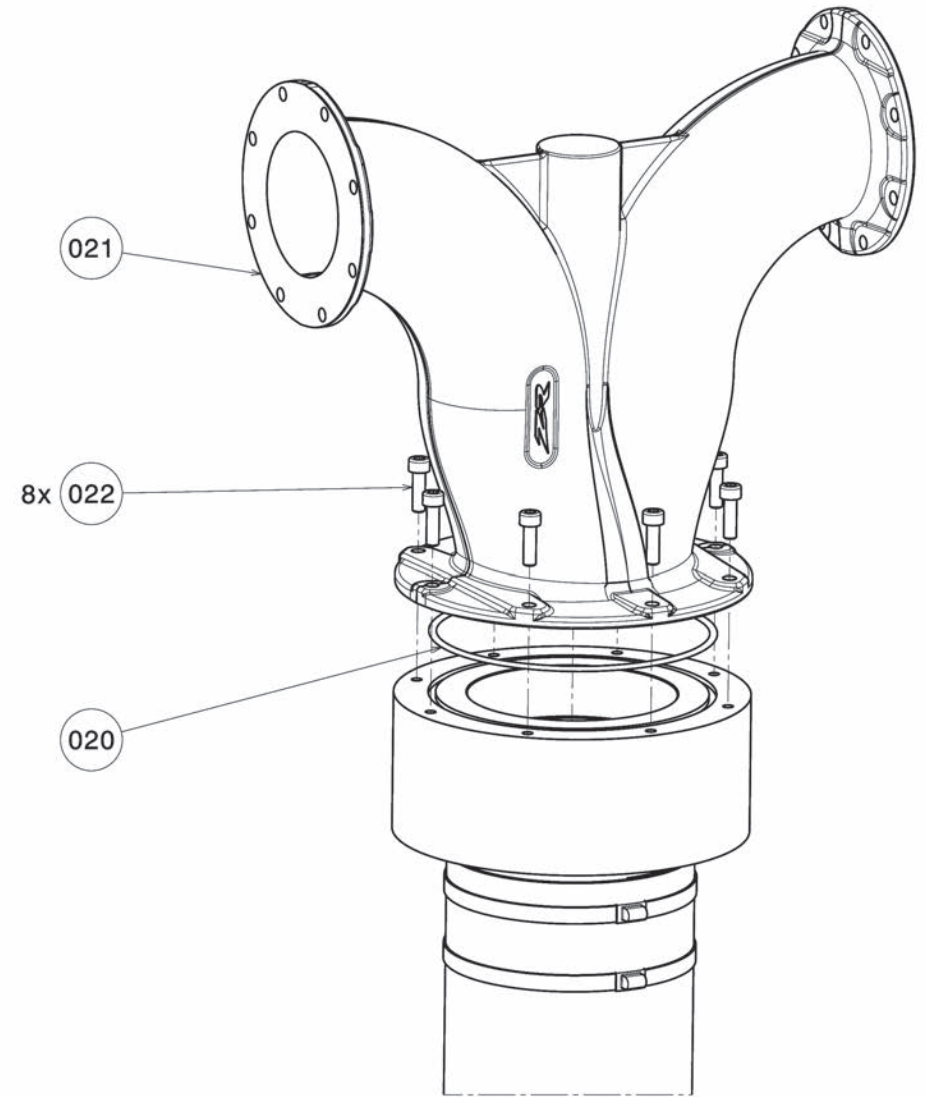
PHASE 03 : PIVOTAL HOSE CONNECTION



INSTRUCTIONS

014 : TORQUE 13 LB/ft

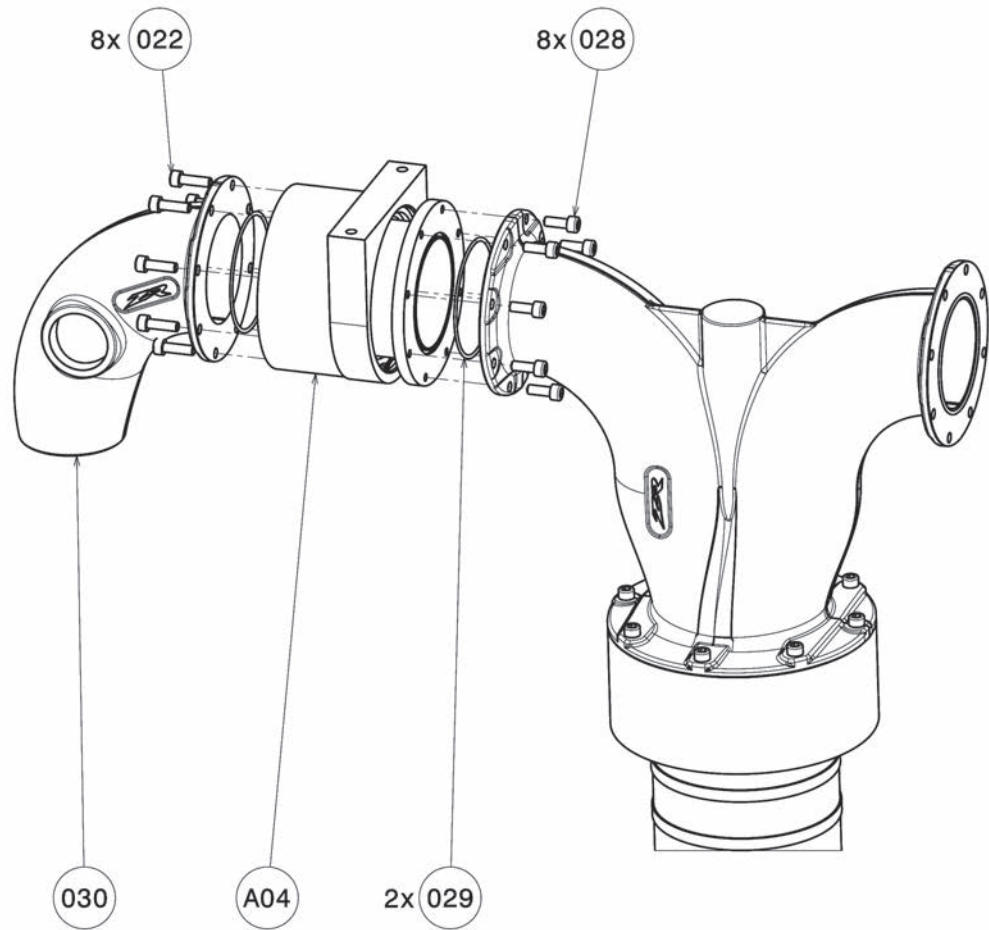
PHASE 04 : Y CONNECTOR ASSEMBLY



INSTRUCTIONS

022 : TORQUE 7 LB/ft USE LIGHT TORQUE BRAKE 1" Screws

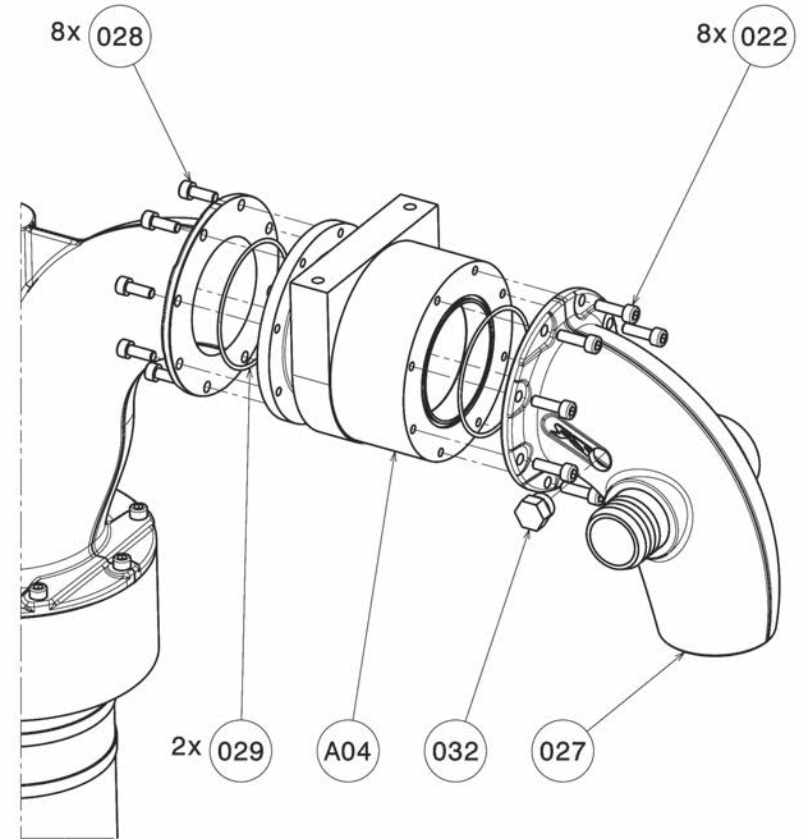
PHASE 05 : LEFT NOZZLE AND PIVOTAL ASSEMBLY



INSTRUCTIONS

022 : TORQUE 7 LB/ft USE LIGHT TORQUE BRAKE 1" Screws
028 : TORQUE 7 LB/ft USE LIGHT TORQUE BRAKE 7/8" Screws

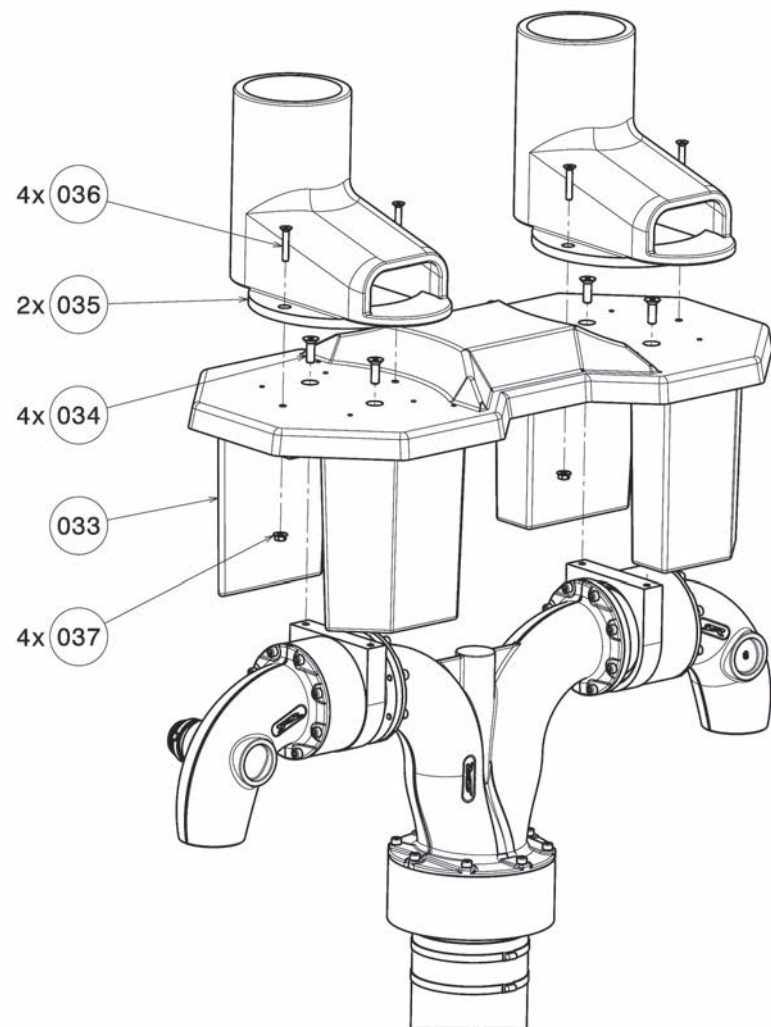
PHASE 06 : RIGHT NOZZLE AND PIVOTAL ASSEMBLY



INSTRUCTIONS

022 : TORQUE 7 LB/ft USE LIGHT TORQUE BRAKE 1" Screws
028 : TORQUE 7 LB/ft USE LIGHT TORQUE BRAKE 7/8" Screws

PHASE 07 : BOARD ASSEMBLY



INSTRUCTIONS

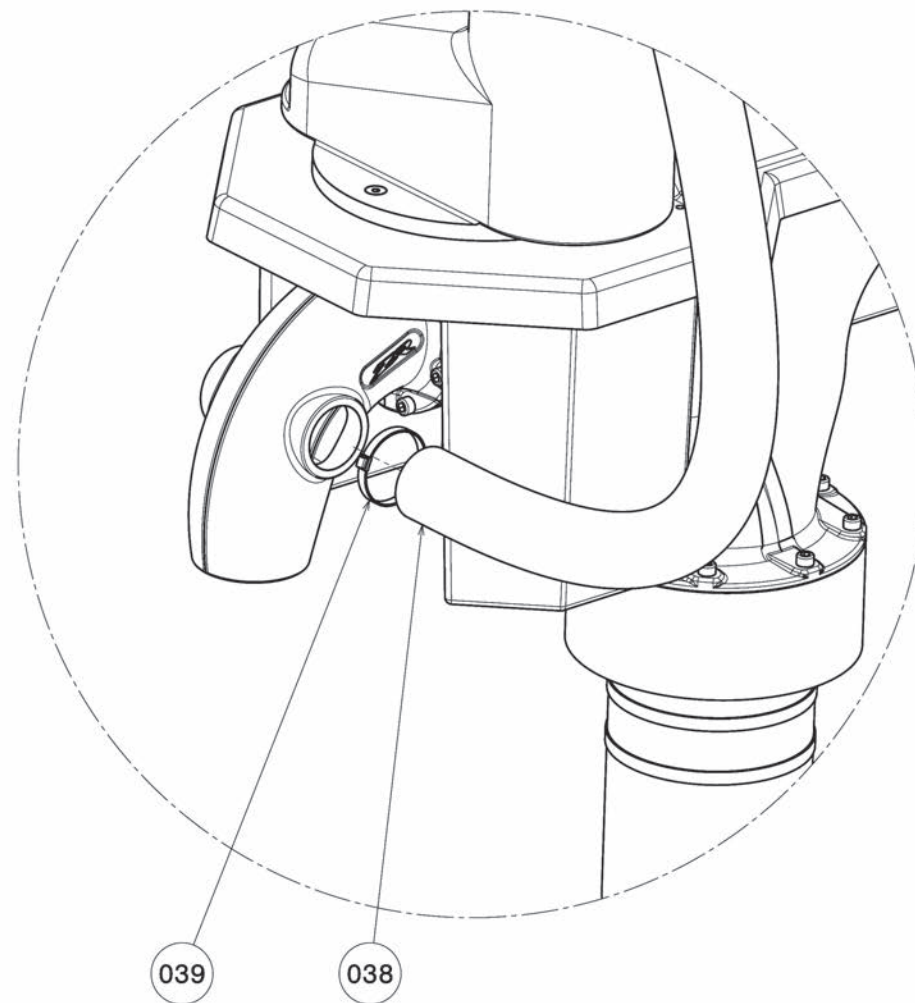
034 : TORQUE 12 LB/ft USE LIGHT TORQUE BRAKE 1" Screws

035 : TIGHTEN THE SHOES IN ORDER TO GUARANTEE A GOOD FEET MAINTENANCE AND STABILITY

036 : TORQUE 7 LB/ft USE LIGHT TORQUE BRAKE 1 3/8" Screws

PHASE 08: LEFT STABILIZER TUBE ASSEMBLY

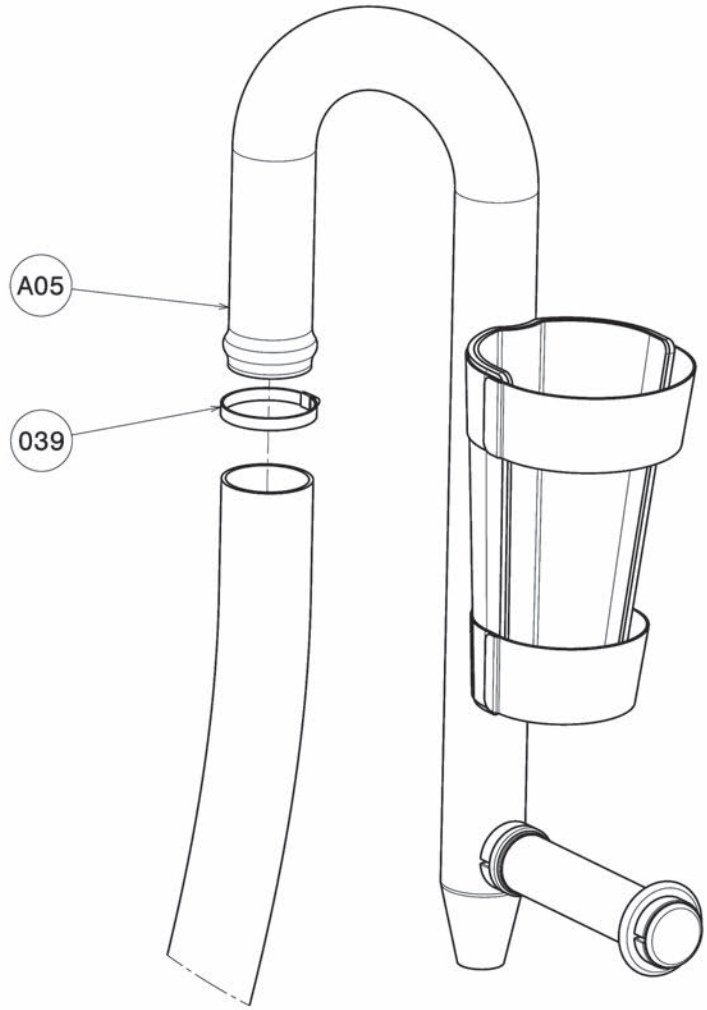
NOTE : SAME FOR THE RIGHT STABILIZER TUBE ASSEMBLY



INSTRUCTIONS

039 : TORQUE 7 LB/ft

PHASE 09 : LEFT STABILIZER ASSEMBLY



INSTRUCTIONS

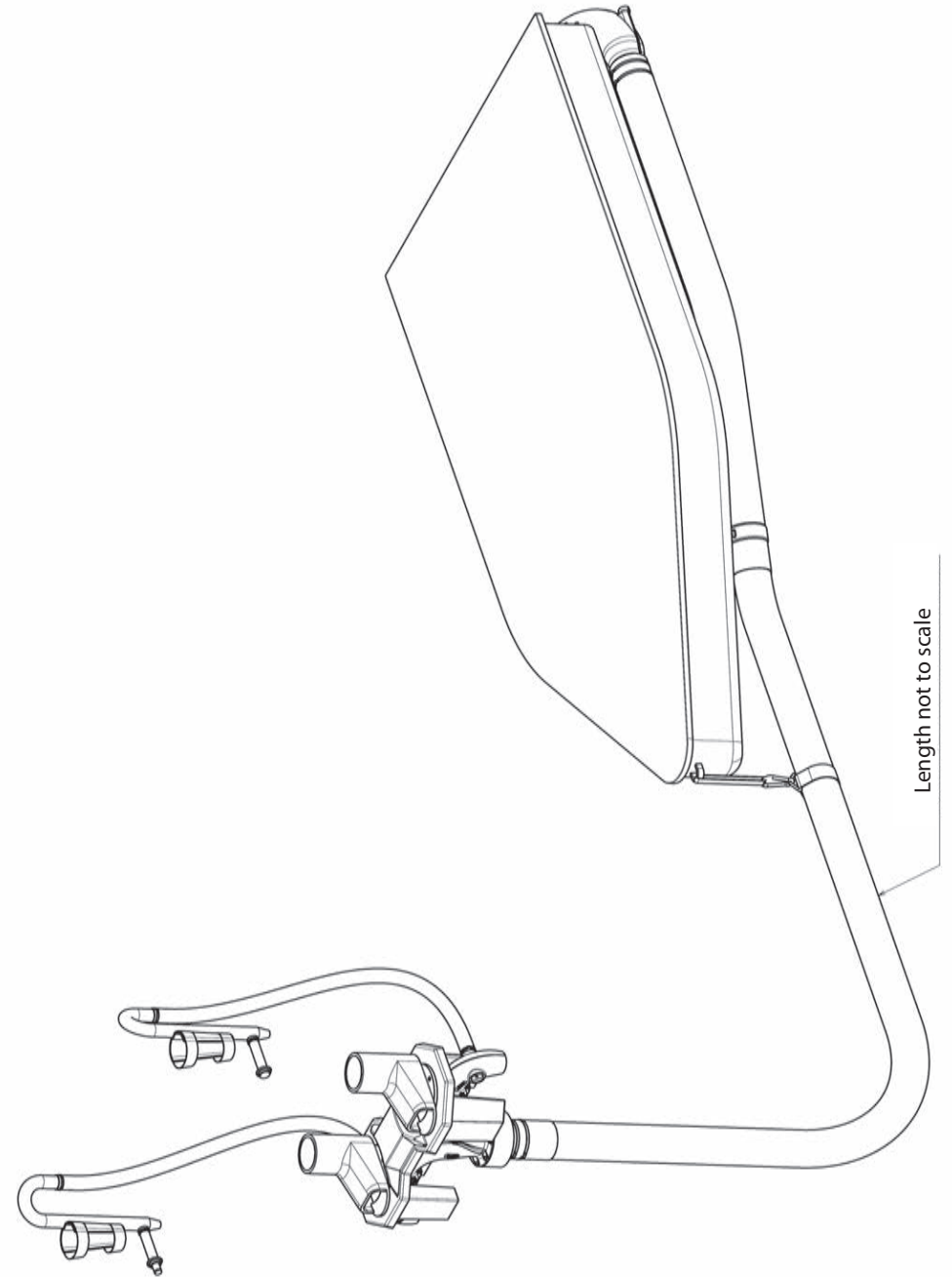
039 : TORQUE 7LB/in

A05 : BEFORE TIGHTENING THE CLAMP REP.036 DIRECT THE HANDLES TOWARDS THE FRONT OF THE FLYBOARD

A05: TIGHTEN MODERATELY THE VELCRO ON THE ARMS WHEN USING THE FLYBOARD

NOTE: SAME FOR THE RIGHT STABILIZER ASSEMBLY, REPLACE REP.005 BY REP.006

PHASE 10: FULL ASSEMBLY



NOTES

KAF01 ASSEMBLY: SEADOO FLYBOARD ADAPTER

FLYBOARD ADAPTER KIT 01 – SEADOO

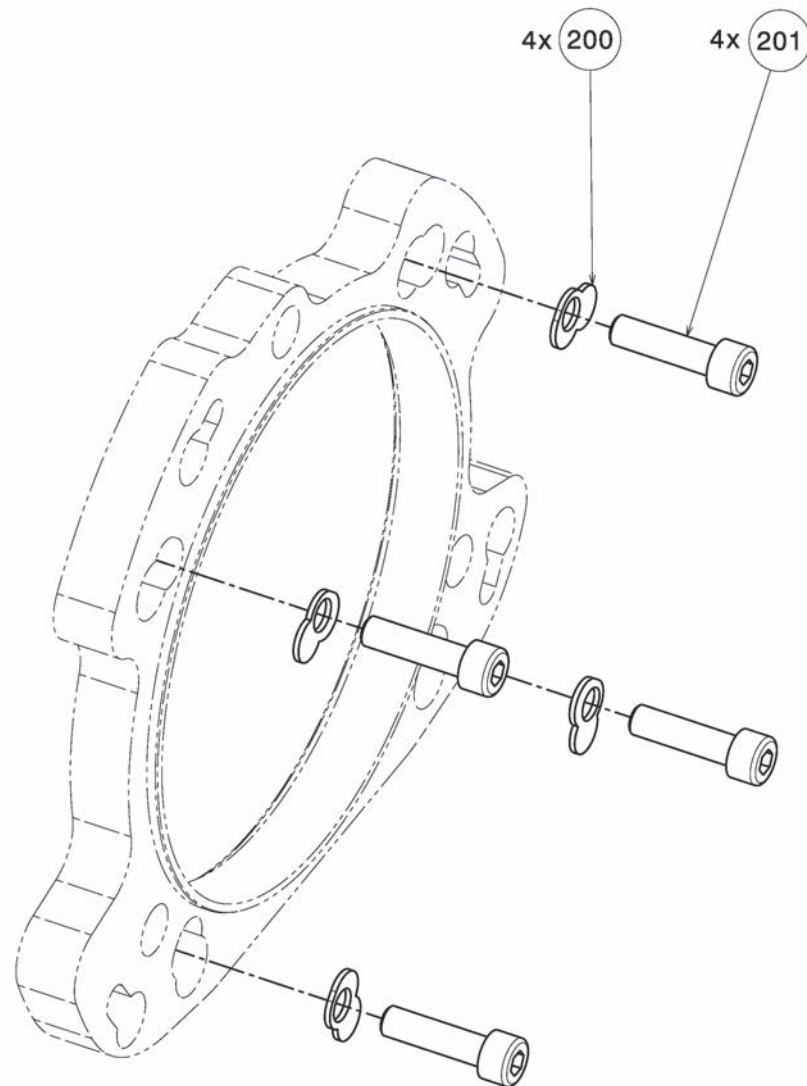
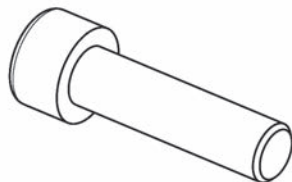
- 201 04 CHC M8x30 SCREW
- 200 04 1 SPECIAL RING

FOR A KAF01

200 x4



201 x4



INSTRUCTIONS

201 : TORQUE 21 LB/ft USE MEDIUM TORQUE BRAKE

NOTES

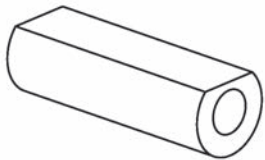
KAF 02 ASSEMBLY SEADOO 2010 FLYBOARD ADAPTER

FLYBOARD ADAPTER KIT 02 – SEADOO 2010

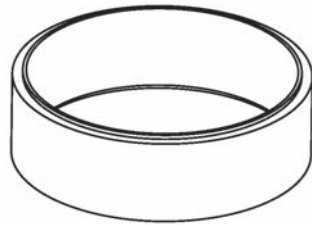
204	03	CHC M8x80 SCREW
203	01	SEADOO 2010PUMP ADAPTER
202	03	SEADOO 2010 PUMP BRACE

FOR A KAF02

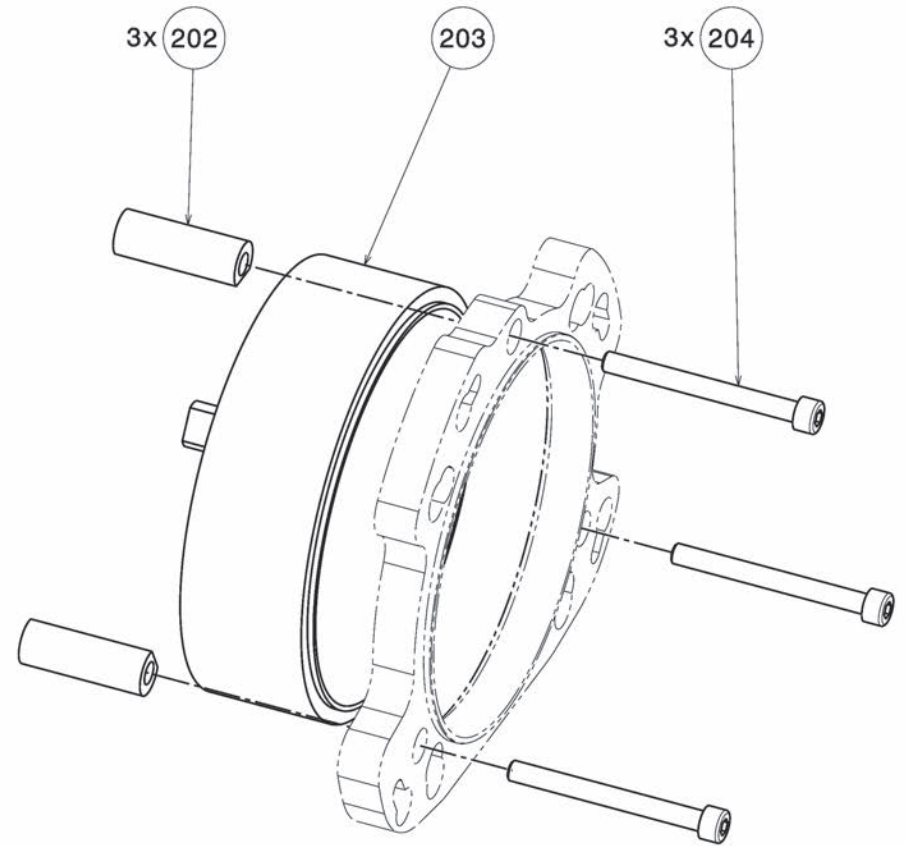
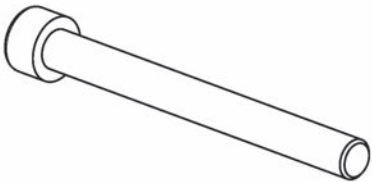
202 x3



203 x1



204 x3



INSTRUCTIONS

204 : TORQUE 21 LB/ft USE MEDIUM TORQUE BRAKE

NOTES

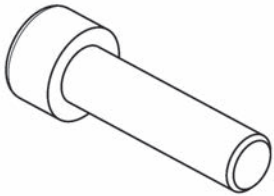
KAF 03 ASSEMBLY KAWASAKI 15F FLYBOARD ADAPTER

FLYBOARD ADAPTER KIT 03 – KAWASAKI 15F

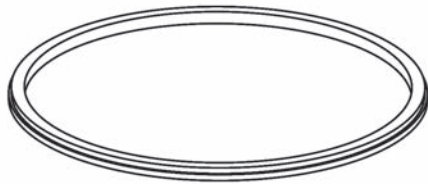
- 206 04 2 SPECIAL RING
- 205 01 KAWASAKI 15F PUMP ADAPTER
- 201 04 CHC M8x80 SCREW

FOR A KAF03

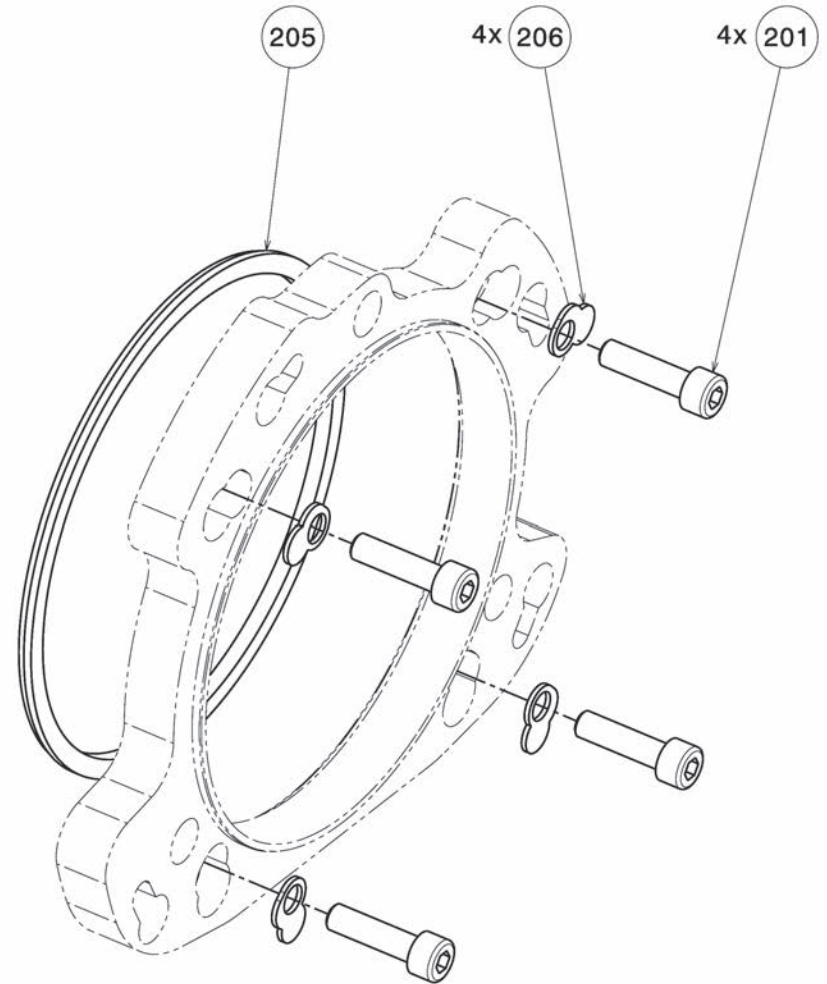
201 x4



205 x1



206 x4



INSTRUCTIONS

201 : TORQUE 21 LB/ft USE MEDIUM TORQUE BRAKE

NOTES

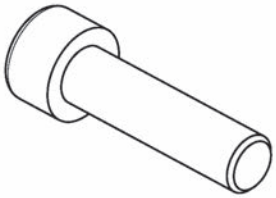
KAF 03 ASSEMBLY KAWASAKI ULTRA FLYBOARD ADAPTER

FLYBOARD ADAPTER KIT 03 – KAWASAKI ULTRA

- 207 04 KAWASAKI ULTRA PUMP ADAPTER
- 206 01 SPECIAL RING 2
- 201 04 CHC M8x80 SCREW

FOR A KAF04

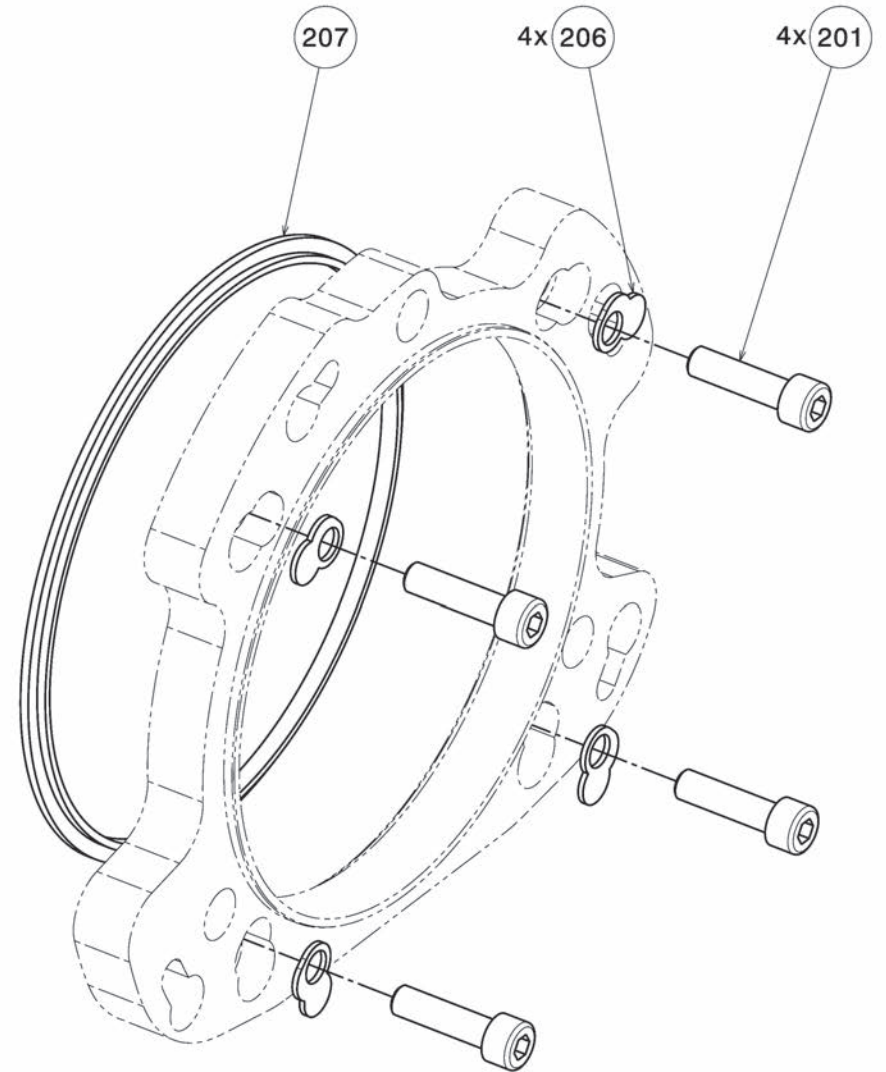
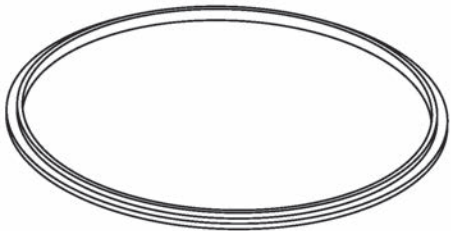
201 x4



206 x4



207 x1



INSTRUCTIONS

201 : TORQUE 21 LB/ft USE MEDIUM TORQUE BRAKE

NOTES

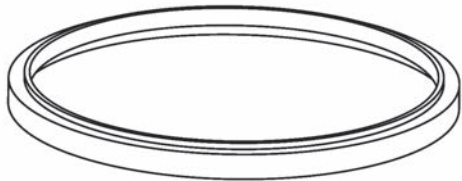
KAF 05 ASSEMBLY YAMAHA FLYBOARD ADAPTER

FLYBOARD ADAPTER KIT 05 – YAMAHA

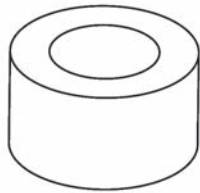
- | | | |
|-----|----|----------------------|
| 210 | 04 | M10x120 SPECIAL CREW |
| 209 | 04 | YAMAHA PUMP BRACE |
| 208 | 01 | YAMAHA PUMP ADAPTER |

FOR A KAF05

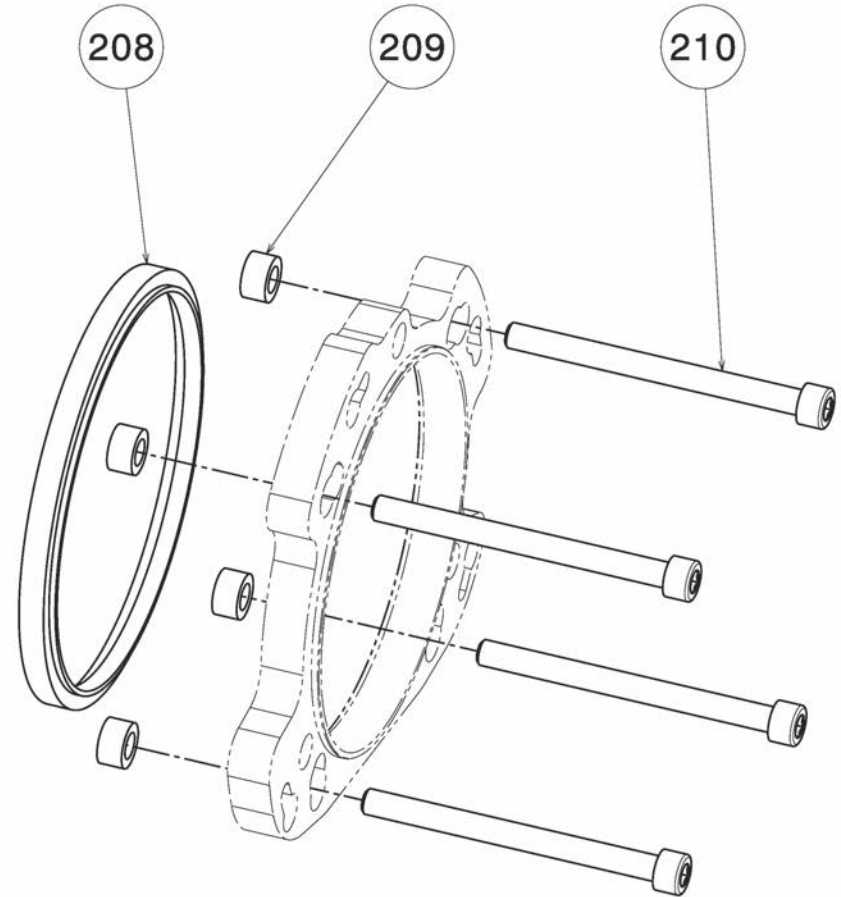
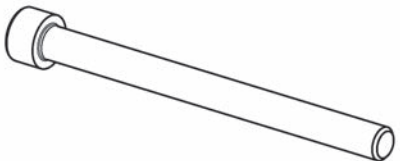
208 x1



209 x4



210 x4



INSTRUCTIONS

210 : TORQUE 21 LB/ft USE MEDIUM TORQUE BRAKE

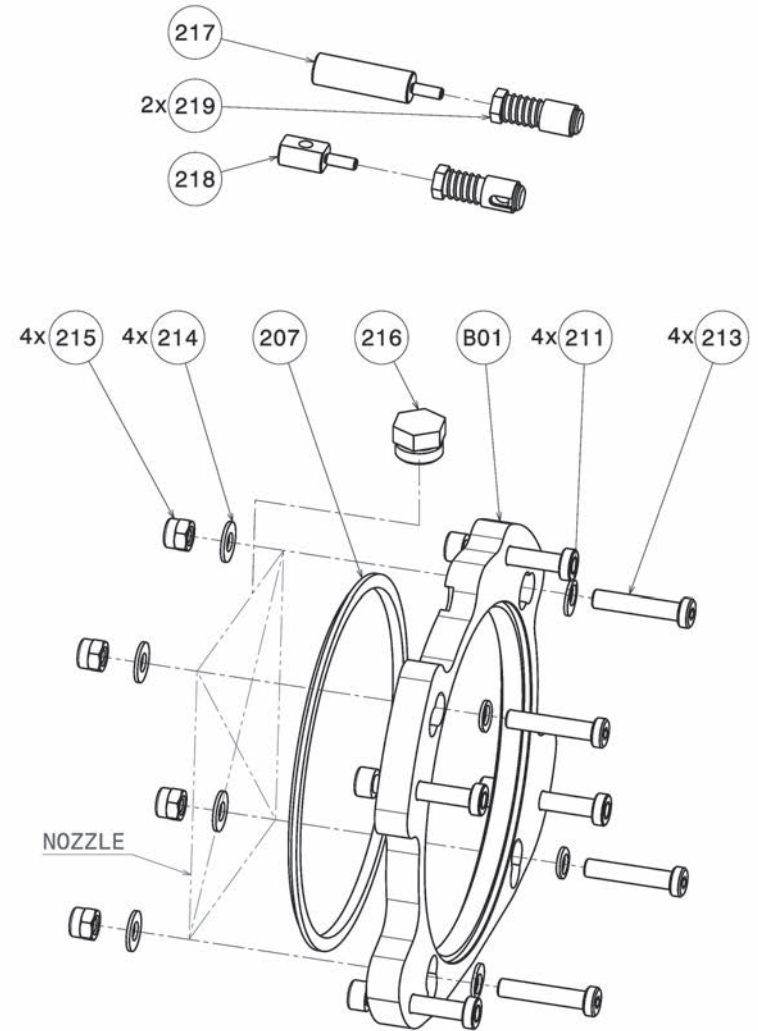
NOZZLE KIT ADAPTER 01 – SEADOO

219	02	QUICK BALL
218	01	SEADOO TRIM ADAPTER
217	01	SEADOO BALL ADAPTER
216	01	SEADOO CAP
215	04	M8 LOCKNUT
214	04	M8 RING
213	04	TCZHC M8x40 SCREW
211	04	SPECIAL RING 3
207	01	SEADOO NOZZLE ADAPTER
B1	01	NOZZLE EQUIPPED INTERFACE

FOR A KAN01

B1 x1		207 x1	
211 x4		213 x4	
214 x4		215 x4	
216 x1		217 x1	
218 x1		219 x2	

KAN01 ASSEMBLY: SEADOO NOZZLE ADAPTER




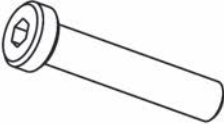
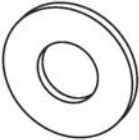



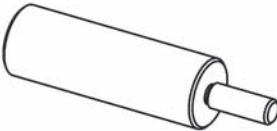
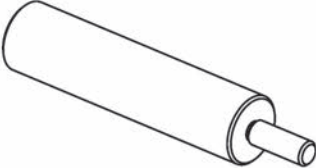

INSTRUCTIONS

- 213 : TORQUE 21 LB/ft
- 216: CONNECT TO THE NOZZLE INSTEAD OF...
- 217: CONNECT INSTEAD OF THE ROD END (SEE PICTURE)
- 218: CONNECT INSTEAD OF THE BALL TRIM (SEE PICTURE)

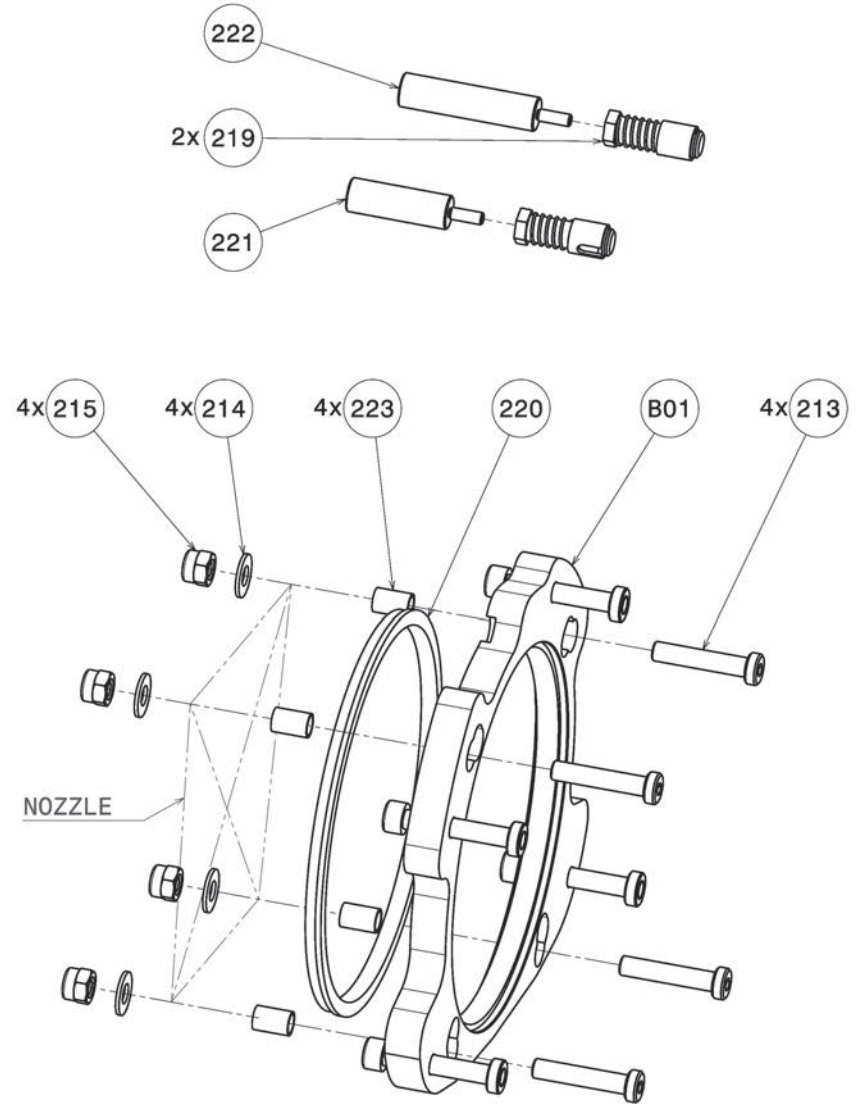
NOZZLE KIT ADAPTER 02 – YAMAHA

- 223 YAMAHA SCREW BRACE
- 222 YAMAHA BALL ADAPTER
- 221 YAMAHA TRIM ADAPTER
- 220 YAMAHA NOZZLE ADAPTER
- 219 02 QUICK BALL
- 215 04 M8 LOCKNUT
- 214 04 M8 RING
- 213 04 TCZHC M8x40 SCREW
- B1 01 NOZZLE EQUIPPED INTERFACE

FOR A KAN02

B1 x1		213 x4	
214 x4		215 x4	
219 x2		220 x1	
221 x1		222 x1	
223 x4			

KAN02 ASSEMBLY: YAMAHA NOZZLE ADAPTER





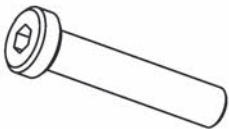


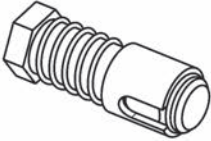
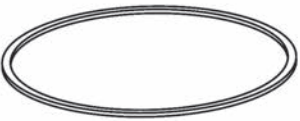
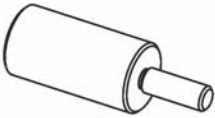
INSTRUCTIONS

- 213 : TORQUE 21 LB/ft
- 221 : CONNECT INSTEAD OF THE BALL TRIM (SEE PICTURE)
- 222 : CONNECT INSTEAD OF THE ROD END (SEE PICTURE)

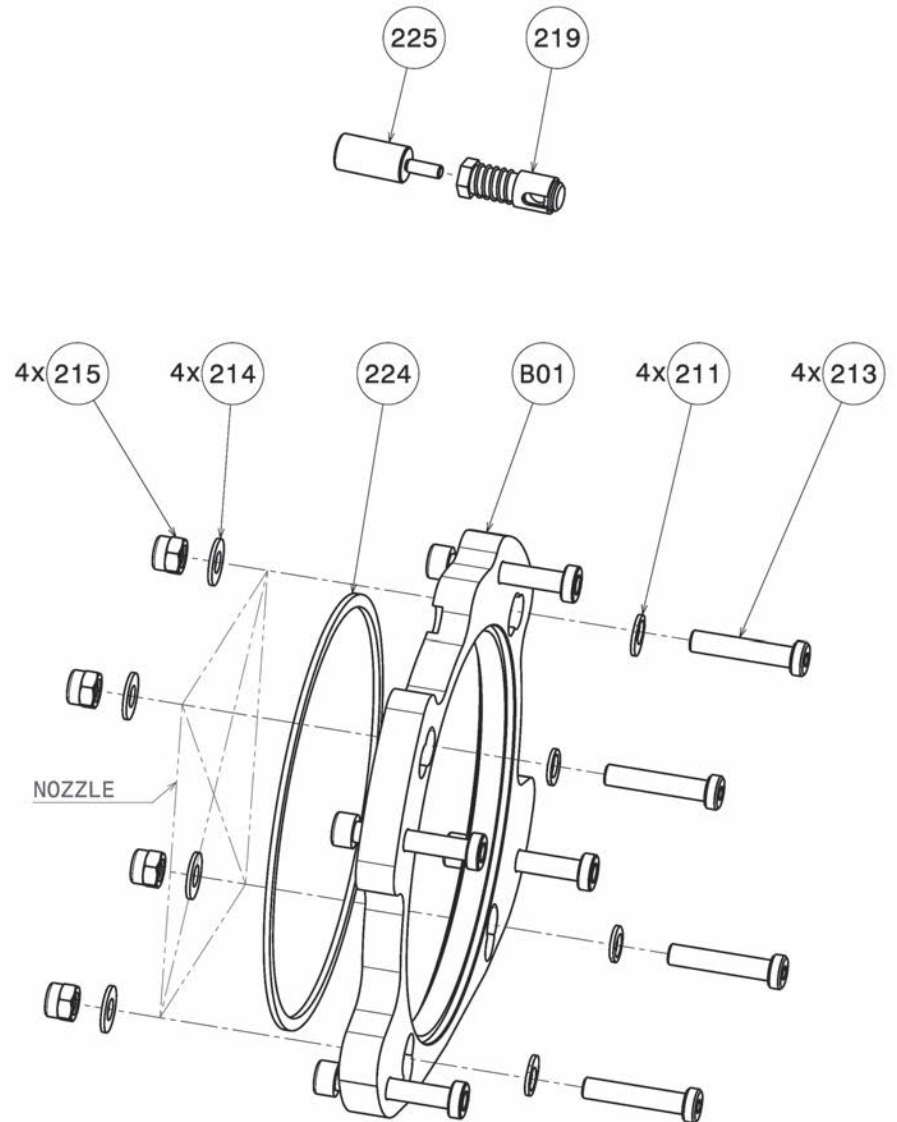
NOZZLE KIT ADAPTER 03 – KAWASAKI 15F

225		KAWASAKI 15F BALL ADAPTER
224		KAWASAKI 15F NOZZLE ADAPTER
219	02	QUICK BALL
215	04	M8 LOCKNUT
214	04	M8 RING
213	04	TCZHC M8x40 SCREW
211	04	SPECIAL RING 3
B1	01	NOZZLE EQUIPPED INTERFACE

FOR A KAN03

<p>B1 x1</p> 	<p>211 x4</p> 
<p>213 x4</p> 	<p>214 x4</p> 
<p>215 x4</p> 	<p>219 x1</p> 
<p>224 x1</p> 	<p>225 x1</p> 

KAN03 ASSEMBLY: KAWASAKI 15F NOZZLE ADAPTER





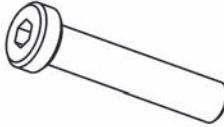


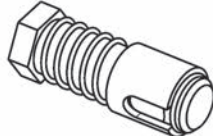

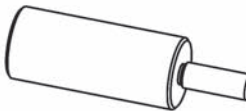
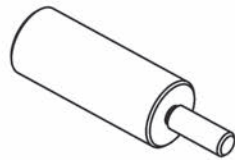
INSTRUCTIONS

213 : TORQUE 21 LB/ft
 225 : CONNECT INSTEAD OF THE ROD END (SEE PICTURE)

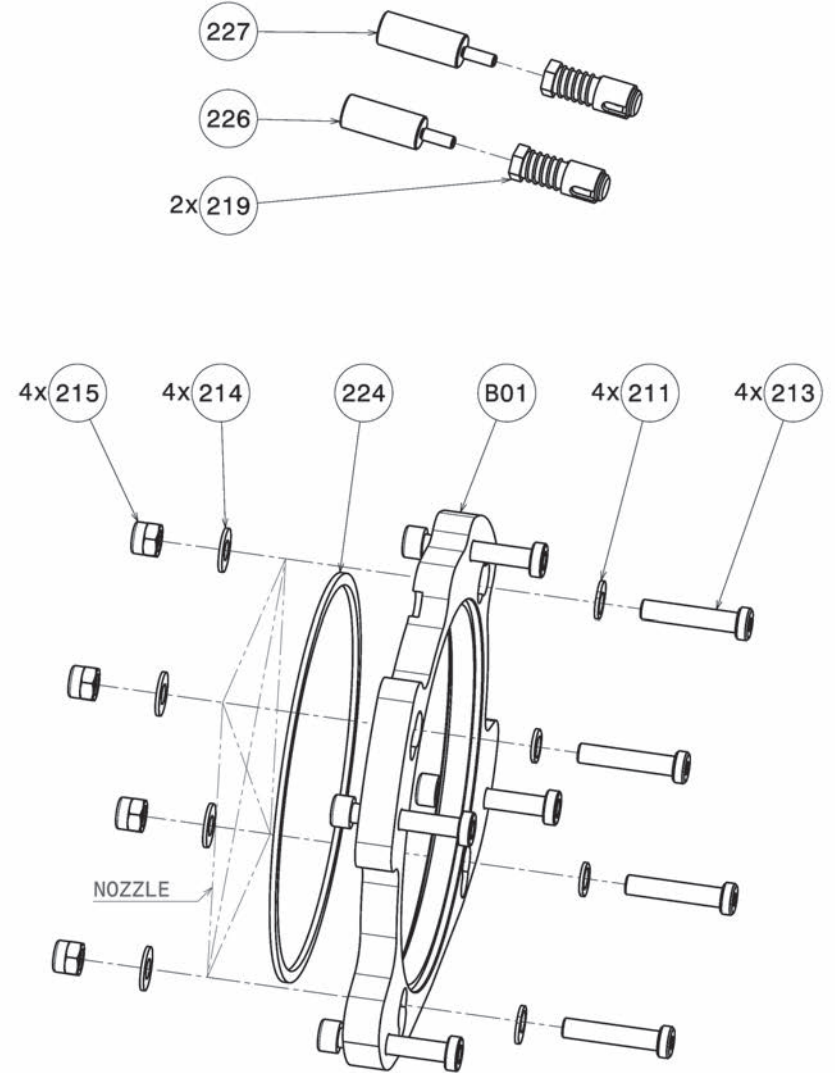
NOZZLE KIT ADAPTER 04 – KAWASAKI ULTRA

227		KAWASAKI ULTRA TRIM ADAPTER
226		KAWASAKI ULTRA BALL ADAPTER
224		KAWASAKI ULTRA NOZZLE ADAPTER
219	02	QUICK BALL
215	04	M8 LOCKNUT
214	04	M8 RING
213	04	TCZHC M8x40 SCREW
211	04	SPECIAL RING 3
B1	01	NOZZLE EQUIPPED INTERFACE

FOR A KAN04

<p>B1 x1</p> 	<p>211 x4</p> 
<p>213 x4</p> 	<p>214 x4</p> 
<p>215 x4</p> 	<p>219 x2</p> 
<p>224 x1</p> 	<p>226 x1</p> 
<p>227 x1</p> 	

KAN04 ASSEMBLY: KAWASAKI ULTRA NOZZLE ADAPTER



INSTRUCTIONS

- 213: TORQUE 21 LB/ft
- 226: CONNECT INSTEAD OF THE ROD END (SEE PICTURE)
- 227: CONNECT INSTEAD OF THE BALL TRIM (SEE PICTURE)