



OWNER'S MANUAL

Drive-on/Launch Instructions
Assembly/Mooring Instructions
Warranty Information

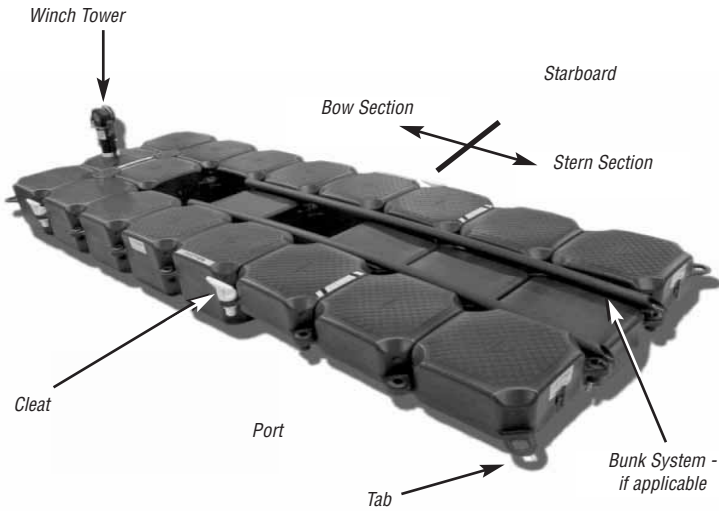


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I. Definitions



Typical HD Personal Watercraft Dock

A. Dock Components - General

- **Tall Cube (Large Cube)** - 20"x20"x16" high float (approx).
- **Short Cube (Small Cube)** - 20"x20"x9" high float (approx).
- **Inverted Small Cube** - Upside down small cube.
- **Winch** - The crank mechanism factory installed in the bow of the Dock.

B. General

- **Bow** - Section of the Dock where the tall cubes and winch are located.
- **Stern** - Section of the Dock where the short cubes are located.
- **Port** - The left side of the Dock as viewed from the Drive-on position.
- **Starboard** - The right side of the Dock as viewed from the Drive-on position.
- **Reference Medallion** - Diamond shaped emblem located on pins and cubes. Used to orient Dock sections to ensure proper alignment. Refer to "Quick Tips" section for detail.
- **Tabs** - Connection points extending from the four corners of each cube.
- **Tab stacking order dot system** - Determined by small dots located on the top corners of each cube. For Example: 1 Dot is on top of the stack, 2 dots is second, 3 dots is third, and 4 dots is on the bottom of the stack. Refer to "Quick Tips" section for detail.

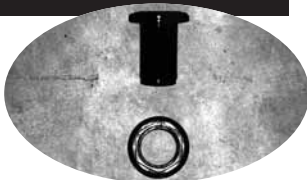
C. Dock Components and Tool Photos

PIN



A 7" diameter mushroom-shaped component with two holes in top, used to connect 4 cubes.

FASTENER: NUT AND BOLT



A black plastic nut and bolt combination used to hold tabs together.

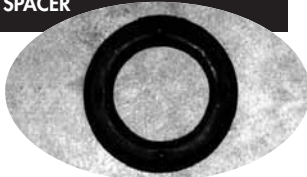
A tie-off point.

CLEAT/NUT

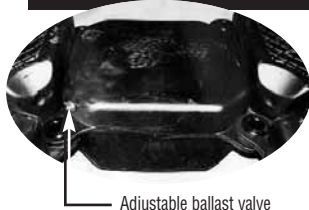


A round donut-shaped disk used in place of a tab when a tab is missing from a consecutive tab alignment sequence.

SPACER



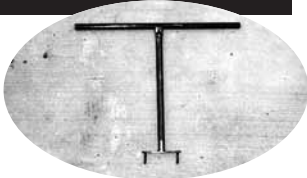
ADJUSTABLE BALLAST CUBE



Adjustable ballast valve

Located at the stern of a personal watercraft Dock and guides drive-on. This cube includes an adjustable ballast valve which can be removed to allow water to flood into the cube to lower the stern of the Dock, allowing for easier drive-on.

ASSEMBLY KEY



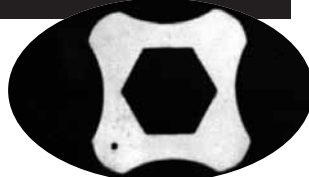
A metal tool which is used to turn and remove/lock the pin.

BOLT SOCKET W/ DRIVER



A notched socket which fits inside the fastener nut and is turned by the supplied ratchet driver.

NO HANDLE NUT TOOL



A star-shaped aluminum tool which holds the hex head of the fastener nut when tightening or loosening.

II. Quick Tips

The purpose of this section is to provide a few basic yet extremely important tips to assist you in Assembling, Launching, Driving-on, and Removing your Jet-Dock Drive-on Docking System.

A. General

Shipping Notes - Personal watercraft Docking Systems are typically shipped as one piece per craft. Jet boat Docking Systems, however, typically ship as four (4) pieces per craft. **IMPORTANT:** Note all damaged or missing freight on the freight bill and notify Jet Dock Systems, Inc. (JDSI) immediately.

Final Assembly of the Docking Systems - should be done on land. If final assembly cannot be done on land due to the Docking System size, accessibility to launch site, etc., it may be done in the water in a very similar fashion. Sliding of the System on the ground may be accomplished by one person. However, lifting, launching, and removing should be accomplished with two (2) to four (4) people. Be sure to use proper body mechanics. It is important to note that the only components which float are the tall and short cubes, except for the winch and adjustable ballast cubes. All other components and tools are non-buoyant. We recommend that a safety line be tied to each tool and that extreme caution be used in handling tools and components in the proximity of the water.

Non-Buoyant Cubes - includes Winch and Adjustable Ballast Cube.

Pry Bar Use - In situations where tabs do not properly align, insert pry bar in adjacent tabs to properly position tabs for pin/fastener/cleat insertion.

Launching of the Docking System - is routinely done over six (6) foot high sea walls, breakwalls, docks, etc. Be certain that:

1. A safety line is attached to the Dock.
2. The winch handle is positioned over the Dock surface.
3. The Dock does not land upside down.

Gradually lower the System into the water in a controlled fashion. Be extremely careful when launching jet boat or similar Docking Systems with a winch pedestal - gently lower into water to prevent damage to the winch pedestal system. Do not allow the Dock to slide or pivot against or over any sharp point or corner due to the fact that a puncture may occur. It is important to note that the Docking System has its greatest structural integrity in the water and that JDSI is not responsible for damage incurred to the System during movement of the System on land.

Towing - The Docking System may be towed with a watercraft to its final location. The maximum tow speed is approximately 3-5 mph.

Mooring Lines - The customer is responsible for inspecting mooring lines regularly and replacing as needed with new lines of the same or larger diameter and of the same material. Installations which use the Tide Manager System must use polypropylene line only.

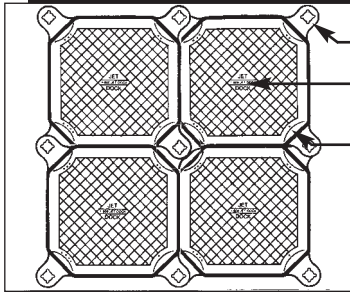
Removal from Water - If the Dock must be removed due to weather, moving ice, etc., it is preferable to remove as one piece if it is physically possible to do so. If it is not physically possible to remove the System in one piece, disassemble into manageable parts - usually the configuration in which the Docking System was shipped - and remove.

Acts of God - Remove and land-store craft if extreme or non-typical weather threatens and spring-tie the Dock or remove, depending upon the severity.

Tool Use - To maintain tools used in or around water, particularly salt water, immerse in a motor oil bath after each use.

B. Illustrations/Photos

Quick Tip 1



Tab

Reference Medallion

Tab Stacking Order Dot:
Notes Position of Tab in stack.
ie: tab 1 on top of tab 2 on top of tab 3 on top of tab 4.

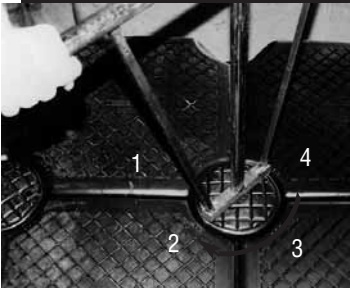
Quick Tip 2

Properly insert the pin in the hole and give a moderate heel kick. "Finesse" kicks are better than hard ones. Always angle pin to drive toward tab 4.



Angle pin toward tab labeled with 4 dots.

Quick Tip 3



Insert the assembly key into holes in top of the pin and lock pin into place with a 1/8th turn clockwise rotation. To confirm the proper lock position, compare reference medallion on top of the pin with reference medallion on top of the cube. If they coincide and the appearance is same as Quick Tip 5, the pin is locked.

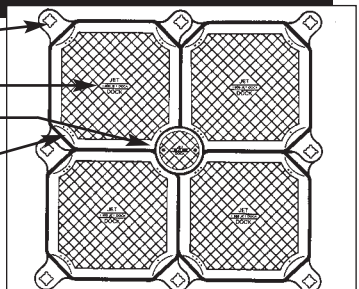
Quick Tip 4

Tab

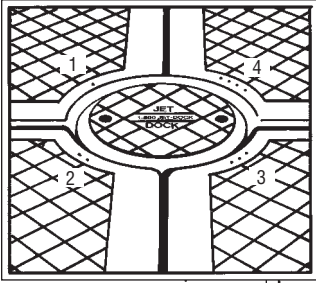
Reference Medallion

Connecting Pin - Locked

Tab Stacking Order Dot:
Notes Position of Tab in stack. ie: tab 1 on top of tab 2 on top of tab 3 on top of tab 4.

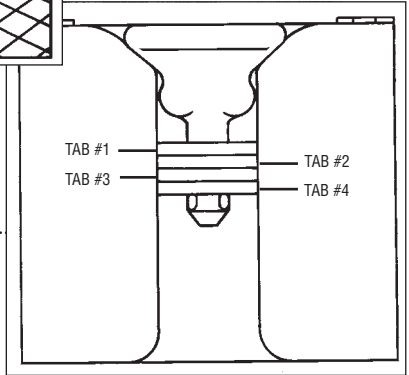


Quick Tip 5



Correctly inserted and locked connecting pin detail.

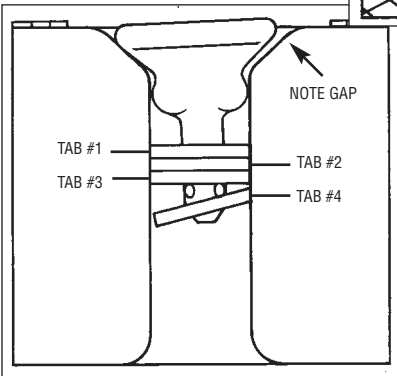
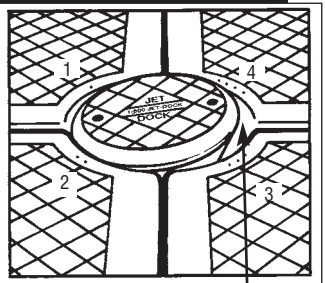
Properly locked pins have firm contact with all surrounding cubes.



Quick Tip 6

Incorrectly inserted and locked connecting pin detail.

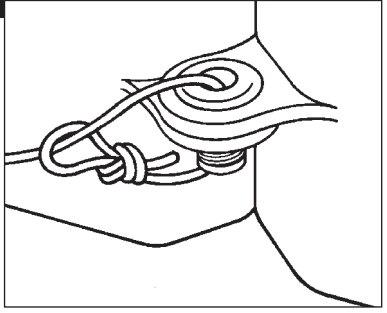
Improperly locked pins most commonly miss tab 4 and "ride-up" and away from Dock surface leaving a noticeable gap.



NOTE GAP

Quick Tip 7

Standard mooring/fender line connection detail - tie a loop at one end. Pass the other end up through a fastener or tab opening and through the loop. Pull tight.

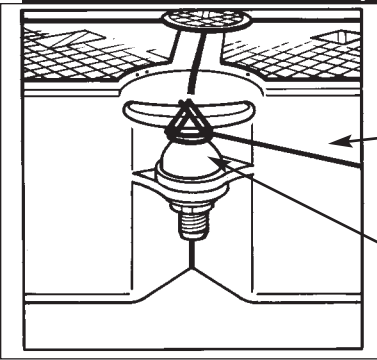


Quick Tip 8

Extend line from mooring, fender, fastener or tab to cleat.

Mooring / Fender Line

Cleat - Tie-Offs must be secure with many locks and safety knots.



III. Final Assembly of your Jet Dock®

A. Seaming Docks or Lanes Together

Seaming 1

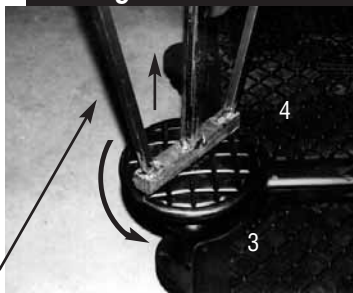


Lay sections on flat, hard surface (not in the water). All winches on the same side. The “bows” of each dock will be joined together, as will the “sterns” of each dock. Dock sections to be seamed shall be oriented so that the one section having open tabs is next to the other section having loose pins.

Open tabs this dock.
Loose pins.
Loose fastener: located at stern (w/2 spacers) and bow.

Seaming 2

Remove perimeter loose pins by placing assembly key in pin holes, turning 1/8th turn counterclockwise and pulling straight up. A slight rocking motion may be used while pulling up on the pins to remove.



Heavy duty dealer assembly key - not included in customer tool kit.

Seaming 3



Unscrew loose fastener at bow and stern positions. Note: Fastener at stern of dock also has 2 “spacers” attached.

Caution: Fasteners, bolts, spacers, pins, cleats, tools, etc. do not float!

Seaming 4

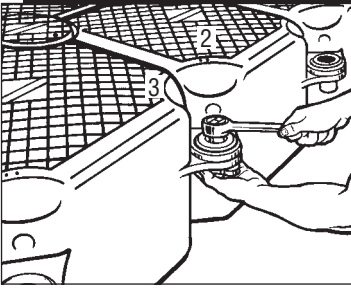
The two Dock sections will be seamed together starting from the bow and moving sternward.

Pivot dock sections together, at bow only so that tabs at the bow line up.

Line up tabs at bow only.



Seaming 5

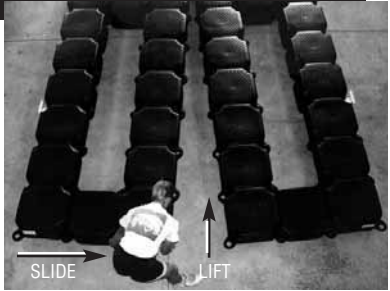


Properly align tabs with tab 2 over tab 3.

Insert fastener bolt into the two open tabs at the bow of the dock, install fastener nut, and tighten with “**bolt socket/driver**” and “**nut tool**”.

Seaming 6

Slide docks together so that the two tabs from one dock (labeled with 1 dot over 2 dots) go over the two tabs from the other Dock (labeled with 3 dots over 4 dots). This is accomplished by lifting the stern of the dock with tabs 1 & 2, sliding it over, and placing it on top of the dock section with tabs 3 & 4.



Seaming 7



Position A
Position B

Insert handle of assembly key into second pin opening from the bow (Position B) and firmly bend it until the tabs in the first pin opening from the bow (Position A) line up. Hold assembly key in this position until your helper successfully inserts pin into first opening, at Position A.

Keep all of your weight at all times on the port dock.

Seaming 7 - Detail A



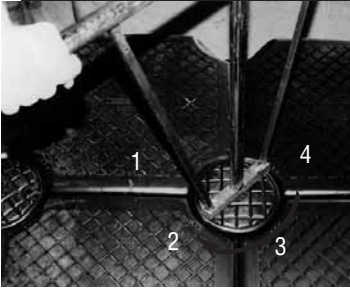
Position A

Angle pin toward tab labeled with 4 dots.

Properly insert the pin in the hole and give a moderate heel kick. “Finesse” kicks are better than hard ones. Always angle pin to drive toward tab 4.

Lock each pin prior to proceeding.

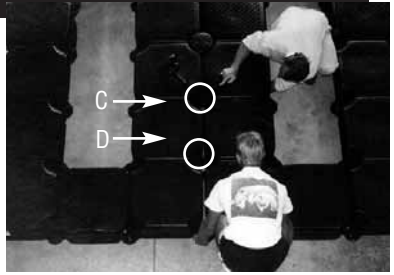
Seaming 7 - Detail B



Insert the assembly key into holes in top of the pin and lock pin into place with a 1/8th turn clockwise rotation. To confirm the proper lock position, compare reference medallion on top of the pin with reference medallion on top of the cube. If they coincide and the appearance is the same as Quick Tip 5, the pin is locked. Lock each pin before moving to the next position. Proceed sternward in similar fashion.

Seaming 8

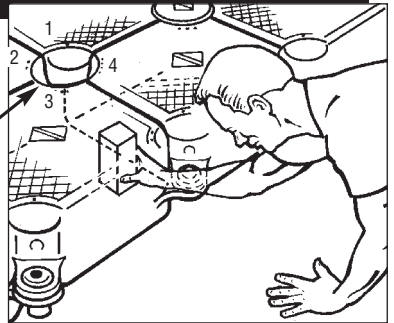
For inserting pins next to the shorter cubes at the stern of the dock indicated by Position C and D, you will need to “prop-up” the underside of the short cube at tab 4 with a 7” tall object, then kick in your pin. (Without this prop-up, the pin will push down tab 4 and will not catch and lock it properly.)



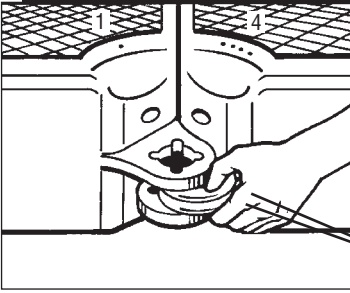
Seaming 8 - Detail A

“Prop-up” tab #4 on the short cubes before kicking in pins.

Position “C”
(Likewise for Position “D”)



Seaming 9



Replace fastener at the stern of the dock. Insert spacers between the two open tabs labeled 1 & 4, to occupy missing tabs 2 & 3. Tighten with bolt socket/driver and nut tool.

2 Spacers to occupy missing tabs 2 and 3 positions.

Seaming 10

1. Securely attach Winch to the Winch Tower with provided hardware.
2. Securely attach the winch handle to the Winch.
3. Attach the strap to the reel using the attachment hardware.
4. Turn the winch handle counterclockwise to spool the strap onto the reel. When finished the strap must originate from the bottom of the reel.
5. Attach the Winch Cover with provided hardware.



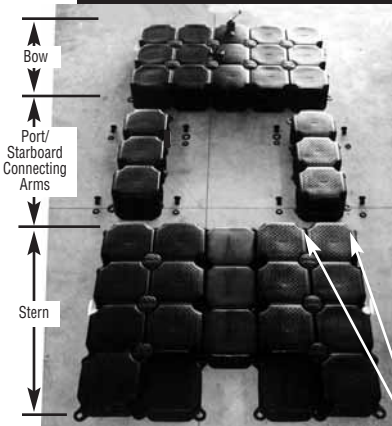
Seaming 11



Your Dock is now ready to launch.

B. Connecting Jet Boat or Similar Craft Docks

Connecting 1

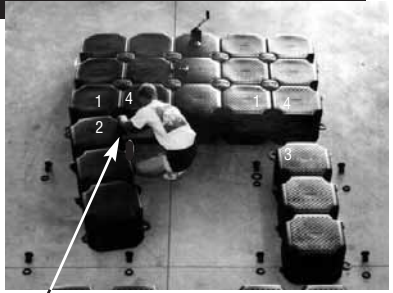


Remove loose fasteners from all connection points.

Lay sections on flat, hard surface (not in the water). Put large bow section (section with winch) on one side and large stern section on other. Place connecting cube "arms" in between. *Make sure orientation of reference medallion reads the same.* Remove loose fasteners from connection points and lay next to the tabs where they were stored during shipping.

Connecting 2

Pivot each connecting arm into bow section and connect fastener on the inside corner where three tabs come together. Be sure the tab stacking order is correct. Remember to insert a spacer into the position which is missing a tab. Do not deviate from this order.



Refer to Connecting 2 - Detail A.

Connecting 2 - Detail A



Spacer in position where tab #3 would be. Note: Starboard connecting arm similar except spacer occupies tab #2 position.

Connecting 3

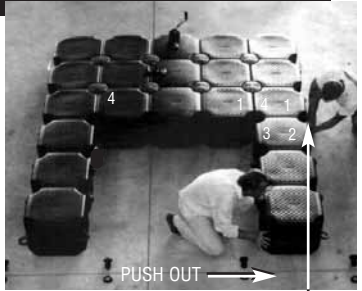


Insert fastener.

Insert the fastener into the tabs on the perimeter of the dock and tighten. It may be necessary to push the arm outward to line up the tabs.

Connecting 4

Refer to Connecting 2 and 3 for connecting starboard arm.



Insert fastener.

Connecting 5



Now connect the stern section to the arms. Start on the outside of the dock as shown. Begin on the left and move to the right. Be sure of proper tab alignment. Insert and tighten fasteners as you go. Use pry bar on the opposite perimeter if tab alignment is difficult.

Note: There are no spacers required to connect the bow and stern together.

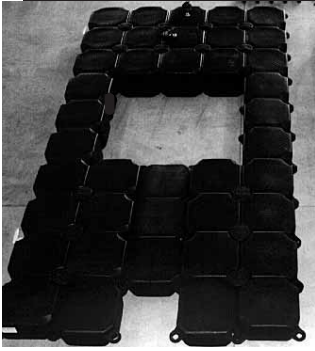
Finish connecting the stern section. Use a pry bar on the opposite perimeter if tab alignment is difficult.

Connecting 6



Pry Bar

Connecting 7



Your dock is now ready to launch.

C. Connecting Combination Decks With Flexing

Flexing 1

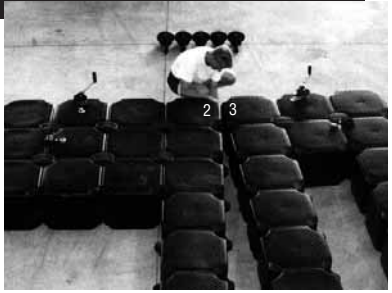


Lay assembled docks next to each other. Lay sections on flat, hard surface (not in the water). All winches on the same side. Remove “loose” fasteners and pins.

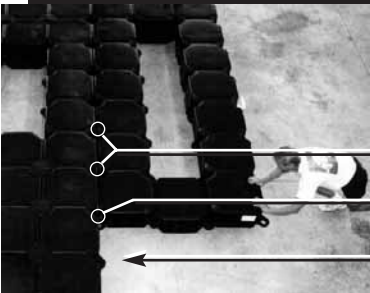
Important: Do not remove these three (3) factory tightened fasteners!

Flexing 2

Connect the tabs at the bow by following instructions under “Seaming Docks or Lanes Together,” Seaming 4 - 8. (Always start at bow & proceed in a “zipper-like” fashion sternward.)



Flexing 3



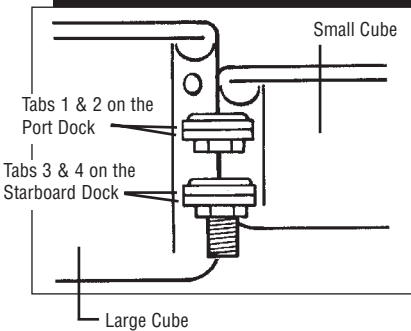
Slide docks together with tabs “3 & 4” under the tabs “1 & 2”.

Point A: Refer to Flexing 3- Detail A

Point B: Refer to Flexing 3- Detail B

The tabs on this Dock must be placed on top of the other Dock.

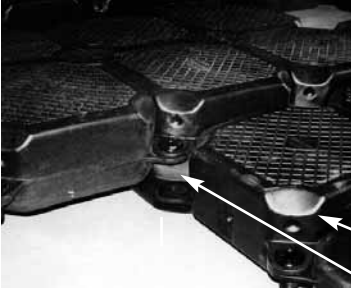
Flexing 3 - Detail A



Section view of Flexing at Point A.

Notice how the factory-tightened fasteners on tabs 1 & 2 rest on top of the factory tightened fasteners on tabs “3 & 4”. The fasteners on top have been shortened for this purpose. This is normal and correct.

Flexing 3 - Detail B

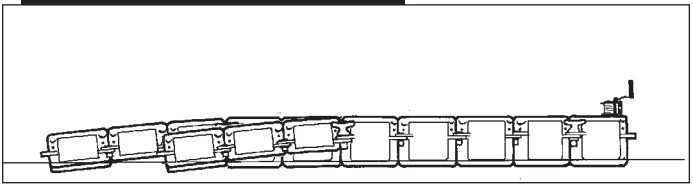


Side view of flexing at Point B. Notice how the starboard Dock can now "flex" down away from the other Dock. This assists drive-on for the Dock which is designed to hold shorter, lighter crafts.

This dock is able to flex downward independently of large Dock.

Note space between tabs.

Flexing 3 - Detail C



Starboard View of Flexing

Notice how the shorter Dock can flex down away from the longer Dock.

Flexing 4

Your Dock is now ready to launch.



IV. Mooring your Jet Dock®

A. Tie-Off Method

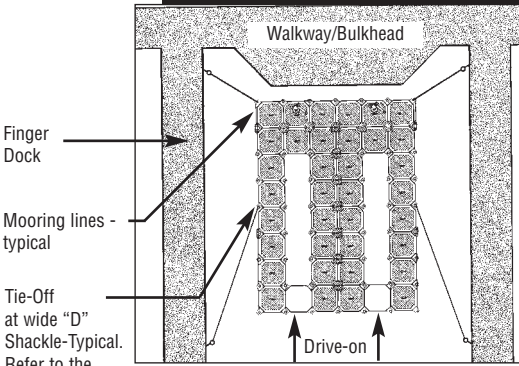
General

1. Any marine line 3/8" in diameter or greater should be acceptable for 2, 3 or 4 point tie-offs. **Important:** Inspect lines regularly and replace if necessary. Most lines last several seasons. However, if your System is located in an area with frequent heavy wave and/or boat wake action and you are frequently replacing mooring lines, you may need to use a larger diameter line of the same material to provide additional structural integrity.
2. It is recommended that the Dock not constantly scrape/rub against any object other than the Tide Manager™ System discussed in the following sections. Marine fenders must be used between the Jet Dock® and existing dock/seawall to prevent scraping/abrasions and allow for winch handle clearance. Refer to 2-Point Tie-Off - Detail A for fender mounting detail.
3. Tie-off method - When spring-tying your System, it is not recommended to utilize the perimeter cleats as a primary tie-off point. Instead, connect to a perimeter fastener that is NOT LOCATED ON A DOCKING SECTION THAT FLEXES DURING DRIVE-ON.
In order to prevent premature line deterioration, JDSI recommends connecting to a modified fastener complete with a wide "D" shackle as detailed in the Assembly & Installation Video, section 18-20.

Tidal & Non-Tidal

1. In non-tidal zones it is best to tie lines tightly to fixed points just above the water level such as cleats, pilings, cribs, etc. If there is no convenient fixed point to tie to, screw in 3/8" diameter x 4" long stainless steel eyebolts available from your local marine store.
2. In tidal zones, tie your mooring lines to a fixed point at mean water level remembering to either criss-cross your lines or use sufficient lengths to accommodate tidal fluctuation.
3. In tidal or non-tidal zones, tying to a floating pier or dock is generally the simplest mooring situation. Tightly tie your Dock to the floating pier or dock using marine fenders if required. Tie directly to the side of the floating pier's metal work or structure at the level of the Jet Dock tab. Prevent slack lines (dangerous during drive-on) by tying Jet Dock tightly to the structure while the craft is off the dock.

4-Point Tie-Off 1



Finger Dock

Mooring lines - typical

Tie-Off at wide "D" Shackle-Typical. Refer to the Assembly and Installation Video.

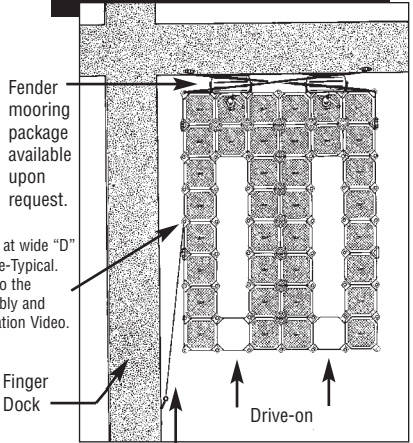
Drive-on

4-Point Tie-Off.

If you are lucky enough to have 4 fixed points to tie to, simply tie-off your Jet Dock at all four points. Be sure to tie-off the Jet Dock System in such a way so as to be accessible from land.

3-Point Tie-Off 1

Same as 4-Point, except tightly criss-cross lines at bow. For the third point, extend a line from the Jet Dock® to a fixed point further back. (This acts as a shock cord to keep the Dock from pushing forward as you attempt to drive-on.) Marine fenders may be required between the bow of the Jet Dock® and the bulkhead to prevent scraping and allow for winch handle clearance.



Fender mooring package available upon request.

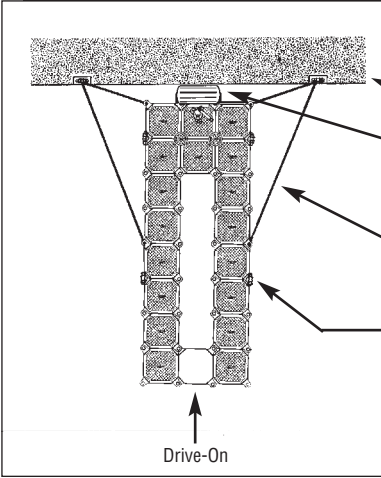
Tie-Off at wide "D" Shackle-Typical. Refer to the Assembly and Installation Video.

Finger Dock

Mooring lines - typical

Drive-on

2-Point Tie-Off 1



Non-Tidal Zones

Walkway/Bulkhead

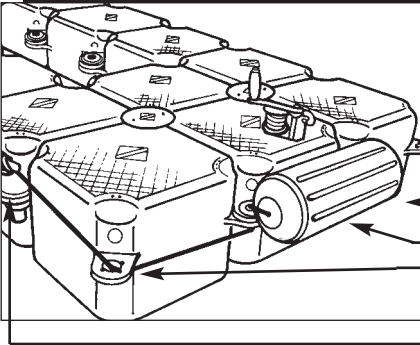
Fender mooring package available upon request. Refer to 2-Point Tie-off 1 - Detail A, B, & C for installation.

Mooring lines - Typical

Tie-Off at wide "D" Shackle-Typical. Refer to the Assembly and Installation Video.

Drive-On

2-Point Tie-Off 1 - Detail A



Fender mooring package - wider docks utilize multiple fenders and a single length of fender line.

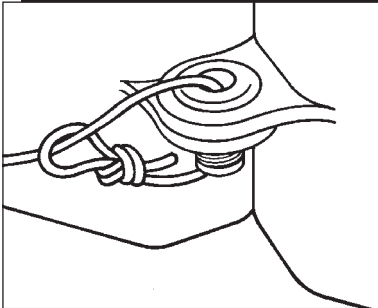
Refer to 2-Point Tie-Off 1 - Detail B for fender line connection.

Fender

Pull fender line as tight as possible to hold fender as high as possible.

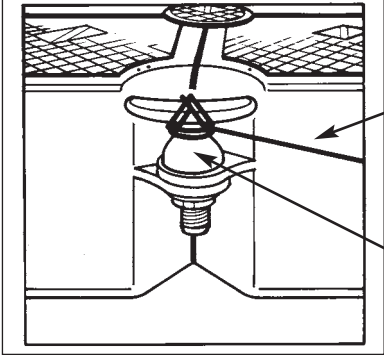
Tie-off excess fender line at cleat. Refer to 2-Point Tie-Off 1 - Detail C for cleat tie-off.

2-Point Tie-Off 1 - Detail B



Standard mooring/fender line connection detail - tie a loop at one end. Pass the other end up through a fastener or tab opening and through the loop. Pull tight.

2-Point Tie-Off 1 - Detail C



Standard cleat tie-off.

Mooring / Fender Line

Cleat tie-offs must be secure with many locks and safety knots.

2-Point Tie-Off 2

Tie directly to the side of the floating pier's metal work or structure at the level of the Jet Dock® tab. Prevent slack lines (dangerous during drive-on) by tying Jet Dock® tightly to the structure while craft is off the Dock.



Twin 3 Passenger Dock - Side Mount
2 Point Tie-Off to Floating Dock

B. Tide Manager™ Method (Tidal Waters or Any Rigid Mooring)

General

A Tide Manager™ System typically consists of two (2) Tide Manager™ poles. A Tide Manager Pole consists of a galvanized steel Schedule 40 inner pipe with an external Schedule 40 PVC sheath. The top of the pole is equipped with a mounting bracket complete with stainless steel hardware for mounting purposes.

The purpose of the Tide Manager™ mooring system is:

- To provide a means by which the Jet Dock System can fluctuate with tidal or wind driven water fluctuations.
- To act as a fend-off:
 - Prevents the Jet Dock System from moving beneath an existing elevated/cantilevered dock structure.
 - Maintains winch handle operation clearance.
 - Prevents the seawall or existing docking structure from constantly scraping/brushing against the Jet Dock System.

The Tide Manager Pole is typically sledge hammered 24" +/- into the sea floor. The upper mounting bracket is attached to a wood structure or concrete structure (with a Masonry Mount System).

Note: The method of *tethering* or tying the Dock to the Tide Manager™ is best: Your Dock is portable, adjustable, and permits brackets to be placed on fixed points which are convenient to your existing dock or sea wall structure. Tethering with polypropylene line is also amazingly strong and capable of diffusing energy generated by winds and waves.

The approximate time needed to install the Tide Manager™ mooring system is 2-3 hours with 2-3 people. The tools needed: 7/16" socket/driver, drill with 5/32" bit, hammer, tape measure, hack saw with new blade or an electric reciprocating saw, a level, and a sledgehammer.

Tie a safety line around the Tide Manager Pole bracket prior to installing it to prevent the pole from being accidentally dropped into the water during the installation process.



Tide Manager 1

Temporarily tie-off dock in water where you would like to have it moored. Use the Dock itself as a temporary work platform.

Tide Manager 2

Place steel poles in water *next to* perimeter tabs on your Jet Dock® where mooring would be best. Refer to Tide Manager 2 - Details A & B. Make sure the poles are straight and unobstructed. Envision that after the poles are driven into the sea floor, the brackets must come to rest against a smooth, unobstructed dock surface, sea wall or piling. Make sure the bracket will be attached above flood water level. Important: Once exact dock position has been determined, concentrate all efforts on installing Pole #1.



Pole #1 - Refer to Tide Manager 2 - Detail A.

Tide Manager 2 - Detail A

For best results, position poles snugly against the inside edges of each corner tab. This eliminates lateral (side to side) sway. **(Do not put pole through tab opening!)**

Starboard -
Bow corner
of Dock.

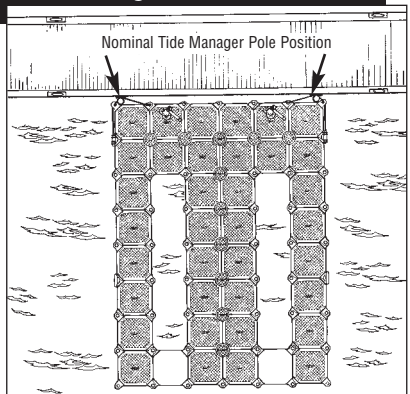


Tab

Note how pole is snugged-up next to inside edge of tab.

Tide Manager 2 - Detail B

The nominal Tide Manager Pole Positions are indicated on the illustration.



If it is found that the poles need to be “fended-off” from the face of the sea wall or dock due to insufficient Dock/winch handle operation clearance or if the sea wall is concrete, a masonry mount accessory is required and needs to be installed. Refer to the following Masonry Mount Section. **IF A MASONRY MOUNT IS NOT REQUIRED, GO TO TIDE MANAGER 3.**

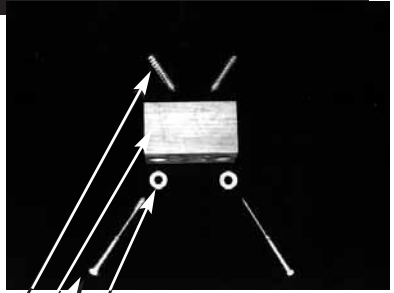
MASONRY MOUNT (if applicable)

Masonry Mount A

For attaching to concrete surfaces, a "**Masonry Mount System**" accessory must be used. The Masonry Mount System may be attached to wood structures without the use of the 1/2" anchors. Attachment is very similar - a standard drill with 4" long, 3/8" diameter bit is used instead of a hammer drill.

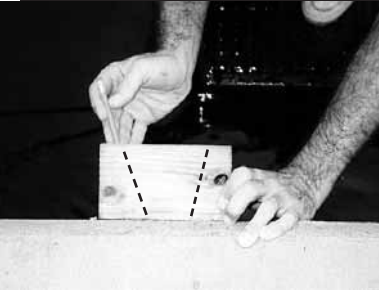
Tools Needed: Hammer, tape measure, level, 3/4" socket/driver, hammer drill with 3/4" bit. (A hammer drill can easily be rented locally for approximately \$35.00 a day.)

1/2" Anchor
Pre-drilled block
6" lag screw
Washer



Note: Masonry Mount for one pole is pictured.

Masonry Mount B



Place block against concrete and mark one hole with pencil. Be sure that block is level.

Masonry Mount C

Carefully place block on top of sea wall with lag screw in place to help you visualize the angle to be drilled. Drill straight about a half inch until the bit can "track", then mimic the angle. **Important:** Drill a hole as deep as the anchor is long.



Masonry Mount D



Flush out all excess concrete powder with garden hose, then tap 1/2" anchor into hole.

Masonry Mount E



Place 6" lag screw through block and screw down tightly into anchor with 3/4" socket. (If tightening becomes difficult, spread bar soap on the lag screw and try again.) Level the block and mark the second hole by inserting the remaining 6" lag and tapping with hammer. Remove first lag and repeat steps C through D. Insert lag screws and tighten, alternating between each until tight.

**** Tide Manager™ Method - Continued ****

Tide Manager 3

While holding pole steady, measure from where the bracket is currently positioned down to where you would like to attach the bracket. (This measurement will tell you how much of the PVC sleeve to cut off the bottom so that only steel is driven into the sea floor.)



Tide Manager 4



Remove pole from water and cut off the measured amount plus about 6" **OFF THE BOTTOM** of the PVC pole only. Cut and remove the PVC while leaving the steel intact. (Now you can cleanly drive the steel pole into the sea floor without driving the cumbersome PVC along with it.)

Tide Manager 5

Place pole into water. Hold straight and drive into sea floor with sledge hammer until bracket reaches desired position.



Tide Manager 6



Desired Bracket Location.

If the pole is stopped short by rocks or subaqueous obstruction, measure the excess distance to the desired bracket location, remove pole from water, **CUT OFF EXCESS STEEL FROM THE BOTTOM** with the hack saw, and try again. (Note: 1-1/2 feet of pole into a rocky sea floor is usually enough; however, a soft, muddy bottom may require three feet or more.)

Tide Manager 7

Screw lags forward a few turns until the tips emerge through the bracket.



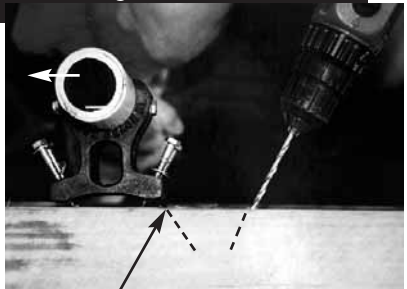
Tide Manager 8



Press bracket firmly against the sea wall or masonry mount at the desired position and tap each of the 4 lag screws with a hammer to mark the spots for drilling pilot holes.

Tide Manager 9

Forcibly pivot the pole off to the side for a moment and drill 5/32" pilot holes at the angle suggested by the lag screws in the bracket. (If you cannot forcibly pivot the pole, remove screws and pilot with pole in place.)



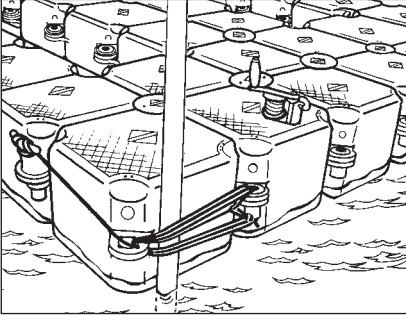
Mimic angle of screws.

Tide Manager 10

Return pole to position and tighten lag screws in sea wall with 7/16" socket and driver.

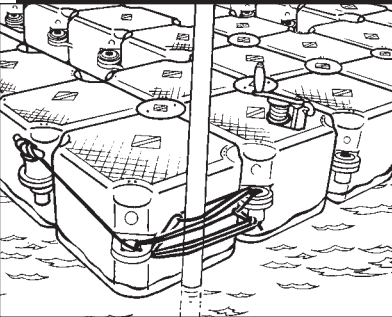


Tide Manager 11



Use the black polypropylene line provided to tie Dock to pole. Begin by threading the line through the nearest adjacent tab, then through a loop at the end of the line - Refer to Quick Tips Section. Go behind the pole to the next tab. **Important: Do not wrap line around pole.** Go back and forth until line is exhausted. Pull very tight as you go. Remember, run the line **on the outside** of the pole only. Tie excess line to nearest cleat. A successful tie-off will cause the pole to be squeezed tightly between the Dock, the line, and the inside edge of the tab.

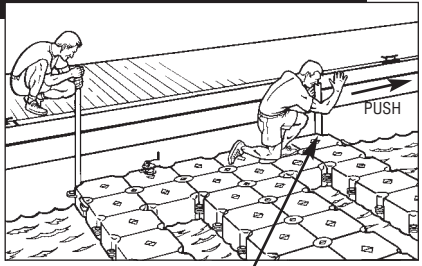
Tide Manager 11- Detail A



In the event that the Tide Manager poles cannot be positioned as indicated in Tide Manager 11, the indicated hitch tie can be used to simulate a tab.

Tide Manager 12

With pole #1 having been installed, repeat Tide Manager steps 2-11 to install pole #2, being sure to push the dock away from pole #1 while locating pole #2. This eliminates sway or slack in the Tide Manager™ pole positioning.



Note that Dock must be moored tightly by this pole in order to properly locate remaining pole.

Tide Manager 13



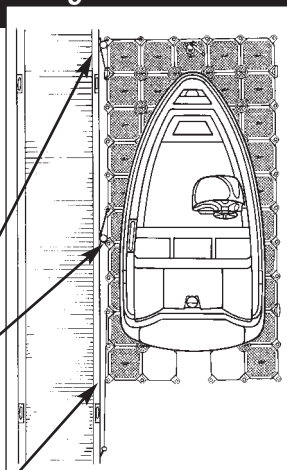
Install PVC caps. If steel is bludgeoned and prevents PVC cap from fitting, use hacksaw to cut off tip of pole. Untie your original temporary lines and enjoy your Jet Dock®!

Tide Manager 14

For Tide Managers that are connected to the side of your Jet Dock®, be sure to tie a “shock cord” from the stern-most part of the Jet Dock® to a point a few feet back on your existing dock if possible. This will greatly relieve the heavy sideward stress on the Tide Manager™ poles during drive-on.

Tide-Manager Poles

Note separate “shock cord” - independent and unattached to stern Tide Manager mooring line.



Jet Boat Dock - Side Mount
(PWC Docks similar)

V. Customer Obligations For Safe Use of the Jet Dock® System

A. General

- 1. Safe and Proper Operation.** You are responsible for the safe and proper operation of the Jet Dock, and will provide instruction (including a copy of the Instructions) for operation by others. You are solely responsible to determine the feasibility and safety of dry-docking the craft by “driving-on”. You may have to shift your weight back during a pwc drive-on to ascend the tracking cube. In rare instances, a boat’s bow eye may need to be removed. All riders and craft are different as to acceleration, size, weight, etc. Practice is essential. Bottom painted or fouled hulls must be sanded smooth.
- 2. Idle Approach/Safety Pause:** You agree to: a) approach the Jet Dock at 2 mph or less; b) never drive-on while a person is standing on the Jet Dock; and c) perform a “Safety Pause” within the first third of the stern of the Jet Dock before attempting to drive-on.
- 3. Determination of Safe Drive-on:** If safe and proper drive-on is not feasible due to operator capability, weather conditions, craft operation, etc., You agree not to drive-on. You will exercise caution when launching craft and acknowledge that launching requires physical aptitude and dexterity. You agree to launch the craft only if you possess such abilities, and assume all responsibility therefore, and are responsible to determine such ability in others. You agree to read and follow launch instructions in Owner’s Manual and all related supplements and video. Customer must maintain all decals and contact Jet Dock for replacements as needed.
- 4. Damage to Craft:** We cannot supervise the operation of your craft in the waterways, during trailering or while driving on the Jet Dock. We also cannot control inconsistencies and inadequacies of watercraft hull integrity, or the effects that wind or wave action may have on the Jet Dock or craft. Therefore, you agree that we are not responsible for abrasions, damage or chipping to craft due to improper operation, failure to keep the Jet Dock clean of dirt, sand, salt deposits or debris, or for any other reason, nor for any superficial scratches or marks of any kind.
- 5. Night Storage Position:** You agree to pull up and secure the craft into the “Night Storage Position” and to regularly confirm that the stern of the craft is above contact with the water. We are not responsible for marine growth or corrosion that may occur to craft by improper storage or failure to inspect the stern for marine exposure. A secondary tension relief line may be necessary to secure craft depending upon site conditions.
- 6. Safe Mooring:** You are solely responsible for the safe mooring of the Jet Dock, including the Tide Manager’ System, and agree to frequently secure, maintain, inspect or repair the mooring. For Stand-Alone Mooring Systems, we will provide guidelines for maximum water depth and sea-floor penetration. However, due to different sea-floor compositions, fluctuating water levels, waves, and changing watercraft applications, you remain solely responsible for Stand-Alone moorings.
- 7. Sound Mooring Structure:** You are solely responsible to verify the structural integrity of the structure to which the Jet Dock mooring is attached. Your structure will be exposed to substantial forces during drive-on, and must exhibit sufficient structural integrity to withstand these forces. You agree to choose and maintain structures which possess sufficient structural integrity to sustain the combined mass of the Dock, craft on the Dock, craft tied about the perimeter of the Dock, craft driving on the Dock, and/or any combination thereof. Failure to select, inspect and/or maintain the appropriate mooring structure can result in sudden failure of equipment, property damage and/or serious injury or death.
- 8. Improper Use:** The Jet Dock and Tide Manager’ are intended for the original specified craft(s) only. Driving-on larger, heavier or otherwise unsuitable craft may cause damage to the Jet Dock, mooring or craft itself. Consult us for modification suggestions. We are not responsible for damage to craft or the Jet Dock or other property or injury or death to you or others by the use of any Jet Dock which has been altered, redesigned, abused or misused by you or others.
- 9. Ice:** Ice will not normally harm the Jet Dock when the Jet Dock can rest freely away from obstructions. However; moving ice may damage or tear away the Jet Dock. When in question, store the Jet Dock on land during winter. Ice may also damage or destroy

rigid moorings like the Tide Manager. It is recommended that craft and rigid moorings be removed and safely stored on land from any Jet Dock that is intended to be iced in.

10. **Footwear:** The Jet Dock drive-on systems may become hot when exposed to the sun. Footwear must be worn. Avoid skin contact with drive-on systems.

11. **Traverse with Caution:** The Jet Dock is engineered with openings, cradles, ramps, flex points, perimeters and multi-level fluctuation. You agree to use caution and to wear an approved Personal Floatation Device at all times while on the Jet Dock and agree to require the same of others.

12. **Fuel Docks or Platforms Used for Fueling:** You must ground Jet Docks used for fueling or which may come into contact with combustibles.

13. **Regulations / Insurances:** You are responsible to obtain the required permits, variances, registrations and/or approvals for the Jet Dock, if any, and agree to comply with all regulations. We carry insurances which are normal and customary in the industry. You will be responsible for costs associated with excess premiums for any insurances which you require of us which are beyond the standard limits that are currently in effect.

14. **Handling on Land/ Non-buoyant Cubes:** The Jet Dock has its greatest structural integrity while in the water. You are responsible for any damage to the Jet Dock while launching, removing, dragging, bending or stacking of the Jet Dock when out of the water. The tracking cubes, ballast cubes, winch cubes, and keel deflection cubes are pre-drilled and are not intended to provide buoyancy.

15. **Wind, Waves, etc:** We are not responsible for damage to the Jet Dock, mooring or craft due to winds, waves, wakes, high, low or no-water conditions, etc. You should remove and land-store craft and spring-tie the Jet Dock freely, or remove them from the water when such conditions are imminent.

16. **Warranty:** The Jet Dock is sold upon the standard Warranty and subject to the limitations and exclusions specified thereon. You acknowledge receipt of the Warranty, Owners Manual, Product Video, and the Assembly and Installation Instructions. You agree to allow us to use photographs of the installation for literature and publication.

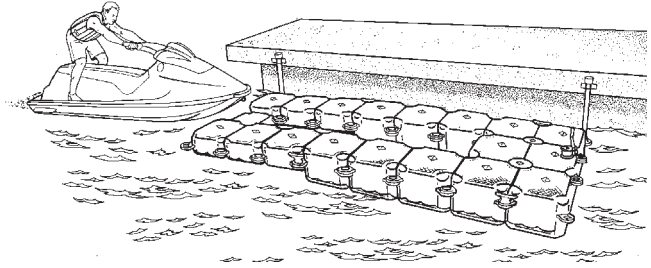
17. **Returns:** Orders canceled or reduced before departing either the Dealer's or the factory's facility shall be subject to a 15% order adjustment fee plus full cost of all non-stock items. Once departed from the facility, all "authorized" returns shall be subject to a 25% restocking fee, freight/delivery cost to be borne by you. Contact Dealer for returns procedure. Items which CANNOT be authorized for return: used items, items placed in the water, items which you have had for 30 days or more, "custom" made orders or non-stock items, air-assisted systems, and items which have been damaged by a freight company and said damage was not noted on the freight bill. Coordination with the freight company, off-loading and movement of shipped Docks are your responsibility. Docks shipped to you immediately become the responsibility of and owned by you and cannot be refused or returned without triggering this Returns provision.

18. **Checklist; Site Conditions.** You certify that the information contained in the Customer Site and Craft Specifications Checklist is accurate. You are aware of the dimensions of the Jet Dock system and confirm that the system will fit in the intended mooring location completely unobstructed as to: a) the moored position of the Jet Dock, b) the drive-on of the craft with sufficient ingress, and c) the launch of the craft with sufficient egress. You are responsible for costs, damages and/or cancellation charges associated with inaccurate Checklist information or site incompatibility, and/or unavailable or inoperable watercraft, personnel or equipment as agreed. You also hold us harmless for any damage caused in connection with moving watercraft, docks or any other objects necessary to perform your Contract.

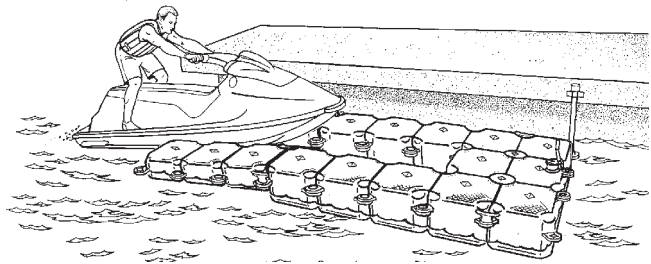
19. **Whole Agreement / Governing Law.** You agree that this written contract constitutes the entire agreement between the parties and that no other verbal representations, conditions or warranties were made by us, nor any conflicting statements in literature, the website, Owner's Manual etc., are being relied upon by you. This Agreement shall be governed by and construed under the domestic laws of the State of Ohio, non-exclusive of its conflict or choice of law rules that would otherwise be applicable. The state or federal courts in Cleveland, Ohio shall have exclusive jurisdiction to adjudicate any dispute arising out of this Agreement.

B. Driving On Your Jet Dock®

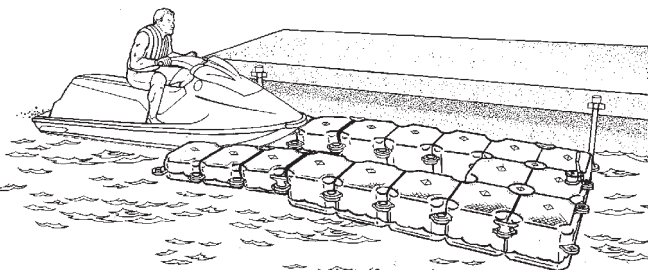
The customer is ultimately responsible for the safe operation (and instructing others on the safe operation) of their Jet Dock®. (IF YOU DO NOT FEEL THAT YOU CAN SAFELY DRIVE-ON THE CRAFT, PLEASE WINCH IT ON.) It is highly recommended that any of the operator's passengers disembark prior to driving on. Here are some helpful hints:



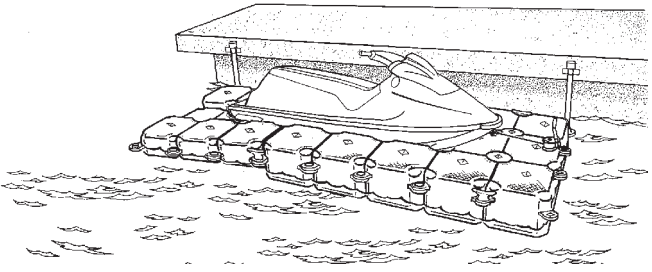
1. Approach the Dock at Idle Speed. Line up craft with lowered tracking cube located at the stern center of Dock. Prepare to drive up onto the tracking cube by shifting your weight to the back of the craft thus lifting the bow. This will be necessary for owners of certain craft with low bow-eye hooks especially SeaDoo GTS/GTX and Pre '94 Polaris.



2. Ride up onto the Dock under idle speed. The momentum of the craft should take the craft to the 2nd or 3rd cube. The craft will slow, stop, and begin to slide off the Dock.



3. As the craft begins to slide off the Dock, apply and maintain slight throttle to hold the bow of the craft even with the **SAFETY PAUSE** position sticker located on the second seam from the stern. From this **SAFETY PAUSE** position, shift your weight close to the handlebars. Relax, steer, get stable, or practice as long as desired. Take your time. When the craft is straight relative to the dock, slowly but firmly accelerate until the craft rises onto the dock. (Do not use a jerky or violent acceleration). Your craft will cavitate, lose thrust, and stop by itself. Every craft is different and practice makes perfect. JDSI mandates that the **SAFETY PAUSE** position must be used and that when first attempting drive-on, the customer should be extremely conservative with the amount of throttle: ie. use 20% throttle instead of 30% and gradually increase until the Dock "captures" the craft.



4. Once the Dock has “captured” the craft, shut off the engine immediately. Connect the winch hook to your craft bow-eye and crank it up to the final night storage position indicated by the **BOW POSITION** sticker located on the sternward seam of the cube which contains the back-up safety winch. Once the craft is in the night storage position, make certain to release all tension from the Winch Strap/Line else non-warranted damage is likely. If you find that the strap/line has re-tensioned, a Tension Relief Line must be installed and calibrated so that it goes taut before the Winch Strap/Line. The craft must be connected to the dock via the winch line at all times to prevent the craft from accidentally launching. Release all tension from the winch strap when the craft is in the night storage position. If it is found that your site conditions (wind, waves, wakes) re-tension the strap, a Tension Relief Line (TRL), calibrated to go taut before the winch strap must be utilized. Contact Jet Dock Systems, Inc. for recommendations.

C. Launching From Your Jet Dock®

GENERAL

When craft is in the Night Storage Position it is cradled in and on open wells which cannot be seen. Make all people using the Docking System aware of these unseen open wells and uneven surfaces. Take extra care at all times and especially during launching about not stepping/falling into these open wells.

All Docking Systems are shipped and installed with **NO STEP** stickers in the areas where these open wells are located. In the event that these stickers are missing, damaged, unreadable, etc., please notify JDSI immediately for replacements.

Attach one end of a safety line to craft's bow-eye and the other end to the Dock in situations when:

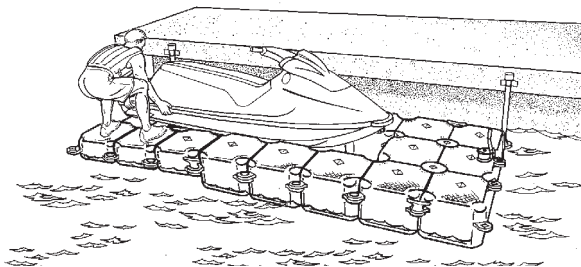
- Customer finds it difficult to board the craft while launching.
- Customer is launching craft in areas congested with other craft, pilings, docks, etc.

Be certain to promptly remove safety line to prevent it from being sucked into the craft's jet pump.

1. Personal Watercraft

1. Uncover. Unhook winch. Start up craft dry and let run for a few seconds. (This saves battery and embarrassment if your craft won't start and you are floating away aimlessly.) **Turn off.**

2. Walk *to the stern* of your Dock and craft. Stand at the side of the craft. Your body weight makes launching easy by increasing the Dock's ramp.



3. Gently lift the STERN of the craft up about 1 or 2 inches and slide it seaward - remember to use proper body mechanics. The craft will move slowly. Get on anytime. Sit patiently on your craft while it slides off the Dock and drifts clear. Relax, there is no hurry! When clear of the Dock, start up again and enjoy your ride.

2. Jet Boats

Refer to enclosed supplements regarding launching of larger craft. Immediately notify JDSI if these supplements are not enclosed prior to use of the Docking System.



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WARNING: The Jet Dock System and its assembly, designs, and configurations are protected by U.S. Patents #5,529,013; #5,682,833; #5,931, 113; #5,947,050; #6,431,106; #6,526,902 and #6,745,714; Canadian Patents #2,174,705 and #2,271,572; European Patents #0,837,815 and #1,440,003 and other pending U.S., Canadian, and International Patents. For more information on licensing and/or patent infringement clarification, please contact Jet Dock Systems, Inc.

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