

**RAPID
MARINE**



Hold Up

An adjustable lifting sling for
PWC's that won't let you down

For All Sea-doo Spark Models

for the perfect fit



www.rapidmarine.co.uk

This is a legal document containing
your Declaration of Conformity

KEEP FOR YOUR RECORDS

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Read the instructions thoroughly. They have been written to help you install the attachment brackets and the lifting sling safely and correctly.

Rapid Marine Limited cannot accept any responsibility for damage to your PWC, yourself or any third party by incorrect use of these instructions.

Label

The sling identifying label is located on the Forward (FWD) Starboard (Green) leg of the sling assembly, directly behind the adjustable buckle.

Annual Visual Inspection

Within The UK It is a legal requirement for the sling to have a thorough examination at a minimum of 6 months.

Outside The UK

The sling is to be tested in conjunction with the current legislation of the country in which the sling is being tested.

This sling and the attachment brackets have been designed for lifting PWC's only and are not to be used for anyother purpose



Proof Load Testing

Rapid Marine Limited recommend that once the brackets are fitted, an independent proof load test be carried out by a recognised test centre (see table below)

Sea-Doo Model	Weight of PWC	Half Tank of fuel	Load to be applied	Proof Load Weight
Spark 2 seater	185	15	50	250
Spark 3 seater	191	15	52	258

(All weights are in KG)



This sling and the attachment brackets have been designed for lifting the Sea-Doo Spark only and are not to be used for any other purpose



Always

- Store and handle the sling correctly.
- Inspect the sling and fitting before use and before putting into storage.
- Ensure the sling is securely attached to the PWC.
- Ensure the PWC is balanced and will not tilt or fall.
- Keep fingers and toes etc. clear when tensioning the sling and when landing the PWC.
- Ensure the PWC is free to be lifted and has not been secured to the deck.
- Make a trial lift and lower to ensure the sling is fitted and attached correctly.

Never

- Attempt to knot or tie the webbing sling.
- Expose the webbing sling to direct heat or flames.
- Use the the webbing sling at a temperature above 80°C or below 0°C.
- Expose the webbing sling to any chemicals.
- Shock load the webbing sling.
- Use the webbing sling if it is cut, or has loose or damaged stitching.
- Use the sling with a missing or damaged label or illegible markings.
- Exceed the maximum sling angle (45° to vertical)
- Exceed the Safe Working Load of the webbing sling.
- Leave the PWC suspended or unattended.



This product is not designed for, or to be used for “man riding”

IMPORTANT

If for any reason any of the ATTACHMENT HANDLES do not engage correctly, **DO NOT** under any circumstances lift the PWC and report this to a competent person.

Operative Training

The sling should only be used by trained operatives.

Operating Method

Attach the sling to the PWC first by inserting the ATTACHMENT HANDLES into the correct ATTACHMENT BRACKETS and rotate 90 degrees.

Once attached and you are satisfied it is safe to lift the PWC, attach the sling to the lifting hook of the crane.



Before Use

- The sling is to be inspected for any defects and to ensure the identification and specifications are correct.
- If the sling is unidentified or defective, it should not be used but should be reported to a competent person.
- All fixtures and fittings should be checked to ensure they are tight and secure.
- Ensure that the PWC is free from any storage fixings.

During Use

- Keep fingers and toes etc clear, ensuring they do not become trapped when lifting or lowering the PWC.
- Where appropriate use a tag line to control the load.
- Frequent checks should be made to the webbing sling for defects and damage. These checks should extend to attachment brackets.

After Use

- The webbing sling and all metal components should be inspected.
- Any damage is to be reported to a competent person immediately.

Storing

- After each use the sling is to be washed with fresh clean water and allowed to dry naturally.
- Never force dry the webbing sling.
- All stainless steel fittings are to be treated with a water repellent liquid.



The Kit

Your Rapid Marine PWC Adjustable Lifting Sling Kit consists of

1 x Drill Bag containing

- 1 x Template plug
- 1 x 3mm drill bit
- 1 x 6mm drill bit
- 1 x 22mm drill bit

1 x Fixing Bag containing

- 10 x Nuts
- 10 x Bolts
- 10 x Anti Vibration Washers
- +2 Spares

Attachment Brackets

(Illustration purposes only)



2 x LEFT Hand Brackets (A)



2 x RIGHT Hand Brackets (B)



4 x Backing Plates



1 x Adjustable Sling

1 x Storage Bag

You will require

- Tape measure
- Masking tape
- Pen/Pencil
- 10mm spanner
- 4mm allen key

Attachment Bracket Positioning



There are two different positions for the attachment brackets and it is important that they are attached in the correct position.

The FRONT brackets are placed between the first set of screws.

The REAR brackets are placed in line with the fender attachment hole.

Ensure the keyhole alignment is as shown above.

You will need to apply a sealant to all the holes to avoid any water getting into the GRP.

Fitting The AFT Brackets

STEP 1

The rear brackets are placed directly in line with the fender attachment hole.



STEP 2

Position the bracket ensuring that when looking down through the fender fixing hole it is not restricted by the bracket. *Tip - Push a screwdriver through the hole.*



STEP 3

Holding the bracket up tight to the underneath of the moulding and using the 6mm drill bit, drill a hole. Careful not to push too hard.



STEP 4

Insert a 6mm bolt in to the hole. This is only temporary, so there is no need to use a nut.





STEP 5

Ensure the bracket is up tight to the moulding, and repeat the process for the other hole.



STEP 6

Insert the template plug as shown and using the 3mm drill bit, make a pilot hole.



STEP 7

Remove the bracket revealing the 3 holes.



STEP 8

Using the 22mm drill bit, make a hole about 8mm deep in the 3mm pilot hole.





Step 9

Once drilled ensure all the debris is removed. **Failure** to do so, will result in the locating pins on the attachment handle being damaged.



STEP 10

You need to check the hole has been drilled deep enough. Replace the bracket and push the 6mm bolts into the holes without attaching the nuts.



STEP 11

Insert the attachment handle ensuring it is a tight fit to the attachment bracket.



STEP 12

Rotate the attachment handle through 90 degrees ensuring it moves freely.





STEP 13

Once satisfied, attach the backing plate, washers and nuts as supplied in the fitting kit.

Failure to fit the washers will result in the bracket dropping off



Fitting The FORWARD Brackets

STEP 14

Place a strip of tape between the first two screws on the front coloured section of the Spark and mark the centre as indicated.



STEP 15

Position the correct bracket ensuring the centre slot is in line with the mark.



STEP 16

Holding the bracket up tight to the underneath of the moulding and using the 6mm drill bit, drill a hole. Careful not to push too hard.



STEP 17

Then insert a 6mm bolt into the hole. This is only temporary, so there is no need to use a nut.





STEP 18

Ensuring the bracket is up tight to the moulding, repeat the process for the other hole.



STEP 19

Insert the template plug as shown and using the 3mm drill bit, make a pilot hole.



STEP 20

Remove the bracket revealing the 3 holes.



STEP 21

Using the 22mm drill bit, make a hole about 8mm deep in the 3mm pilot hole.





STEP 22

Once drilled ensure all the debris is removed. **Failure** to do so, will result in the locating pins on the attachment handle being damaged.



STEP 23

You need to check the hole has been drilled deep enough. Replace the bracket and push the 6mm bolts into the holes without attaching the nuts.



STEP 24

Insert the attachment handle ensuring it is a tight fit to the attachment bracket.



STEP 25

Rotate the attachment handle through 90 degrees ensuring it moves freely. Once satisfied attach the backing plate as shown in **STEP 13**.



Attaching The Sling



Each leg of the sling is colour coded Port (RED) and Starboard (GREEN) and marked Forward (FWD) and Aft (AFT) to ensure it is attached in the correct position.

PORT SIDE



STARBOARD SIDE





Ring Assembly



Lay the sling over the SPARK with the RING ASSEMBLY on the seat and each leg of the sling in the correct position.

Attach both legs of the same side first. You will need to lengthen the sling for this to happen. Make the sling as long as possible and do not exceed the maximum sling angle (45° to vertical), as illustrated above.

Note: The legs of the sling must lay flat and not be twisted.

Leaving the sling attached, repeat on the other side.

Slowly lift the SPARK. It will either be bow up (which indicates the forward legs of the sling need to be lengthened) or bow down (which indicates the rear legs of the sling need to be lengthened).

By simply adjusting the correct legs of the sling you will get the SPARK level.

Once the SPARK is level, slide the silver plastic clips up tight to the stainless attachment ring.



Rapid Marine Limited hereby declare that the item described complies with the essential safety requirements of The Machinery Directive 2006/42/EC.

The data contained within this report will assist with the information requirements of Lifting Operations & Lifting Equipment Regulations 1998 LOLER.

The item detailed has been designed and produced to be suitable for normal duties when correctly used by a competent person.

Where an item is to be used in abnormal conditions or for arduous duties reference should be made to the manufacturer before use. Failure to do so may absolve the manufacturer from their responsibility, under section 6 of The Health & Safety at Work Act 1974.

All Original Documents (Technical Files) can be viewed at our head office at the address below, to comply with Machinery Directive 2006/42/EC.

For further information regarding certification please contact us by email.



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