

**WILLIAMS**  
JET TENDERS

**MINIJET**  
Owner's Handbook





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JET TENDERS

# Owner's Handbook

# Thank You for Choosing a Williams Minijet

Dear Williams Customer,

We would like to thank you for purchasing a Williams Tender. In doing so you have now become part of the worldwide family of Williams owners who have chosen their tender based on a requirement for performance, style and reliability.

Williams Jet Tenders Limited was established in 2004 by John and Mathew Hornsby, and Roy Parker. All three founders have long associations with the marine industry, working in various fields, from volume manufacture of sailboats to the production of handcrafted cold moulded wooden powerboats. This design and engineering knowledge led to the development of the Minijet range.

We wish you much enjoyment through the safe and responsible use of your Williams Minijet Tender.

## Williams Jet Tenders

This owner's handbook has been compiled to help you operate your Minijet with safety and pleasure. It contains details of the boat and equipment fitted, together with information on its operation and maintenance. Please read it carefully and familiarise yourself with the boat before using it.

The Williams Minijet uses water jet propulsion. If this is your first boat or you are changing to a type of boat you are not familiar with, please ensure that, for your own safety you obtain handling and operating experience before assuming command of the boat. Maneuverability is restricted while decelerating. Your dealer, national sailing federation or yacht club will be pleased to advise you of sea schools, or competent instructors.

**The Minijet is a high performance boat. We recommend that a minimum standard of RYA level 2 or ICC (International Certificate of Competency) is attained by the operator prior to taking control of this boat. This manual assumes the operator has acquired this standard of qualification and possesses knowledge of basic seamanship.**

**On handover your Williams Sales & Service Centre will guide you through the operating functions and safety features of the boat. Remember to complete and submit your warranty registration form either by post or online at [williamsjettenders.com/warranty\\_submission](http://williamsjettenders.com/warranty_submission). Make a reference of the boat's HIN in the box below. Please keep this handbook in a secure place and hand it to the new owner if you sell the boat.**

### Hull Identification Number (HIN):

The HIN is located on the right hand side of the transom face below the platform step. Record it in the box above.

## Safety

Williams Jet Tenders consider the safety of our customers of great importance. We recommend people using our products exercise care and common sense, and comply with the safety information within the Owner's Handbook.

Always obey the safety labels fitted to the tender and replace them if they become unreadable. Contact Williams for replacement labels.

Be aware of local laws and restrictions and never use whilst under the influence of alcohol or any substance which may affect your judgement.



This symbol appears on a number of labels fitted to the tender. The symbol draws your attention to the message and refers you to the Owner's Handbook.



This safety alert symbol appears throughout the Owner's Handbook and appears on various labels fitted to the tender. It means attention, be alert, your safety is involved! Please read and abide by the message that follows the safety alert symbol.

### DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

### WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.


### CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

## Classification

**Category C – “inshore”:** Craft designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 and significant wave heights up to and including 2m may be experienced. *This boat complies with ISO 6185-3.* The CE plate is located in the starboard rear footwell. The CE plate is the certification to European Directive 94/25/CE. This boat is also compliant with US Coastguard and ABYC regulations.

## General Specifications

	Minijet 280
Length (OA)*	2.79 m
Beam (OA)*	1.54 m
Height (OA)	0.79 m
Draft (fully loaded)	0.24 – 0.35 m
Dry weight	210 kg
Maximum speed	36 mph/57 kph
Power	45 hp
Fuel capacity	30 litres
Seating capacity	3
 Max load capacity	330 kg
Design category (CE)	C

## Engine Specifications

<b>Engine</b>	BRP Rotax ACE 900
<b>Maximum power</b>	45hp/33kW @ 6000 rpm
<b>Recommended fuel quality</b>	Unleaded gasoline (super), octane rating of at least 95 ROZ or 85 MOZ. USA: At least <i>Premium 91</i> , unleaded
<b>Minimum fuel requirement</b>	Unleaded gasoline, octane rating of at least 91 ROZ or 82.5 MOZ. USA: At least <i>Regular 87</i> , unleaded
<i>Please note</i>	Low-quality fuel can cause loss of power and/or increased fuel consumption.
<b>Oil grade</b>	XPS 4-stroke synthetic blend oil (summer grade) or equivalent 5W-40 semi synthetic-based oil
<b>Oil capacity</b>	3.5 litres at first filling (1.8 litres at service oil change)

Please refer to the Rotax Ace Engine Operator's manual for all engine-related information.

## General Arrangement

★ Indicates seating position

- 1 Passenger grab handles
- 2 Lifting Points
- 3 Towing valve (Under engine hatch)
- 4 Throttle/shift control
- 5 Fuel Filler (Under front cushion)
- 6 Engine instrumentation
- 7 Drain Bungs
- 8 Hull Identification Number (HIN) (located on transom)
- 9 CE Plate
- 10 Tube Inflation Valves
- 11 Waterski bridle attachment points

**CAUTION.**  
Towing weight limit is 70kg



## Controls and Instrument Cluster

- 1 Isolator Key
- 2 Kill Cord Socket
- 3 Start/Stop Button
- 4 Bilge Blower Button
- 5 Throttle/Shift Control
- 6 Instrument Cluster



## Operating Your Tender

**WARNING.** This boat uses a water jet propulsion system which may exceed the performance of and behave differently to other boats you have operated in the past. At slower speeds, maneuverability is reduced.

**WARNING.** The Operator of this boat must be of a suitable age and competence, have read and understood the owner's manual and safety labels, have been familiarised with the correct use of this boat, possess knowledge of basic seamanship and hold the necessary qualifications as required under law.

**WARNING.** Never permit a guest to operate this boat unless the guest is of suitable age and competence, has read and understood the owner's manual and safety labels, has been familiarised with the correct use of this boat, possesses knowledge of basic seamanship and holds the necessary qualifications as required under law.

**WARNING.** Never exceed maximum passenger capacity under any circumstances; doing so reduces stability and control.

**WARNING.** Always wear the appropriate buoyancy aid and ensure all passengers do the same.

**WARNING.** Always operate prudently according to visibility and water conditions.

**WARNING.** Never operate the boat under the influence of drugs or alcohol. They will slow down reaction time and impair judgment.

**WARNING.** Never perform high speed and extreme maneuvers which could result in loss of control.

**WARNING.** Always attach the kill cord lanyard to your leg. Removal of the lanyard will stop the engine in the event of an emergency. Always test the operation of the lanyard each time you use your boat.

**WARNING.** Manoeuvrability of the boat is restricted while decelerating. Familiarize yourself with the boat's handling.

This boat uses a water-jet propulsion system and has unique characteristics in steering. The throttle produces thrust from the jet pump, the directional control is provided by opening the throttle and turning the wheel in the direction of your turn. High thrust will turn the boat sharply; low thrust will produce less turning force. There is no rudder, so while underway there is no steering without thrust.

If weed or debris gets caught in the jet unit during use cavitation can occur, causing a decrease in forward thrust. If this condition is allowed to continue the engine may overheat, resulting in serious damage. If there is any sign of debris or weeds etc. blocking the jet, remove the boat from the water.

Remove keyswitch and kill cord. Remove all debris from around the jet unit. **DO NOT make repeated attempts to start a blocked or jammed tender as engine damage may occur.** In case of difficulty consult your Williams authorized dealer. (A full list of authorized dealers/engineers is available at [williamsjettenders.com](http://williamsjettenders.com))

### Recovery

**CAUTION.** Do not attempt to lift or recover the tender by the transom. Any stern-up angle will cause water to enter the engine from exhaust system and will result in serious engine damage.

### Towing Valve

**CAUTION.** Risk of engine flooding exists. Towing valve fitted. Valve must be in CLOSED position when your tender is being towed and OPEN position when your tender is being used. Failure to observe correct valve position will result in serious engine damage.

### Mooring

**CAUTION.** Do not leave the Minijet moored for extended periods as this may result in an accumulation of marine growth and loss of performance.

### Beaching

**CAUTION.** DO NOT operate in less than 0.95 m/3 ft of water as debris may enter the jet unit. DO NOT drive Minijet onto beach. Stop engine before beaching as damage to pump/engine cooling system may occur.

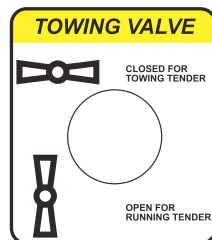
After beaching, move boat into deeper water and rock from side to side several times to remove sand from intake area – failure to do so could cause damage to jet unit.

### Trim

**CAUTION.** Do not overload the boat. At all speeds be aware of trim and keep weight evenly distributed.

### General

**CAUTION.** Operate the boat with due care and at a speed appropriate to the sea conditions. Be aware of local laws and restrictions. Always carry out a visual check of the boat and its components prior to use. Adhere to the maintenance schedule.



## New Engine Break-in Period

Consult your BRP engine operator's manual.

A break-in period of 5 hours is required before continuous operation at full throttle. To achieve a good break-in, a maximum of  $\frac{3}{4}$  throttle should be observed, however, brief acceleration and speed variations contribute to a good break-in. Williams suggest that after the first 10 hours of operation, the engine be checked by an authorized Williams dealer.

**The break-in period is very important and must not be neglected.**

## Fuelling

**As part of its pre-delivery inspection your new Minijet has been fully tested and drained of fuel.**

- Ensure ignition is in OFF position.
- Re-fuel in a ventilated area.
- Do not overfill the tank; be careful not to spill fuel.
- Tighten fuel cap securely after re-fuelling.
- Open engine hatch and inspect bilges after re-fuelling.
- The filler cap has an integral breather.

**Do NOT hose around the fuel filler area as water may enter the fuel tank.**

### Minimum Octane Rating

**CAUTION.** Do not use fuel from fuel pumps labeled E85. Use of fuel labeled E15 is prohibited by US EPA Regulations.

North America			Rest of the World		
RON+MON/2:	87	91	RON:	92	95
900 (ACE)	•	•*	900 (ACE)	•	•*
* For optimum engine performance					

Fuel containing Ethanol can result in problems in the fuel system and engine, resulting in:

- Starting and operating difficulties.
- Deterioration of rubber or plastic parts.
- Corrosion of metal parts.
- Damage to internal engine parts

## Before Use

Tube pressure will fluctuate with temperature. Inflate tubes in sequence to 250 mB/3.6 psi. Failure to observe this will compromise the sea-keeping ability and watertight integrity of the boat. Inflation valves are fitted with quarter-turn locks to enable rapid deflation.

**CAUTION.** Tubes must be inflated in the correct sequence to prevent over-inflation.

- Set valves to shut and inflate tubes evenly, starting at rear/right, rear/left, then forward valves.
- Check bilge for fuel or water contamination.
- Tighten footwell drain plugs.
- Ensure towing valve is set in open position.
- Check engine cover latches are secure.

## Power Limit Switch

The power limit switch is located within the engine bay, on starboard side face. To operate boat in low power mode, turn key to low power section of key plate. For full power mode, turn key into full power section. In both positions the key can be removed.

## Safety Check!

**WARNING.** ALWAYS attach yourself to the kill cord lanyard before starting the engine. Before setting off, as a precautionary measure, always test lanyard for its functionality by pulling away from its seating – the engine should always stop.

**WARNING.** NEVER operate the boat when bathers are reboarding, as risk of serious injury exists from reverse deflector.

**WARNING.** NEVER investigate engine bay with engine running or ignition on.

## Starting Your Minijet

Ensure boat is in a depth of at least 0.95 m/3 ft of water.

- 1 Turn on ignition key.
- 2 Run bilge blower for 4 minutes.
- 3 Secure any loose ropes that could get sucked into jet unit.
- 4 Ensure shift lever is in neutral position.
- 5 Insert kill cord lanyard into socket.

**WARNING.** Personal injury may result if not attached.

- 6 Press Start/Stop button to start engine.
- 7 Test kill cord lanyard for correct functionality (see **Safety Check!**).



- |                     |                          |
|---------------------|--------------------------|
| 1 Isolator Key      | 4 Bilge Blower Button    |
| 2 Kill Cord Socket  | 5 Throttle/Shift Control |
| 3 Start/Stop Button |                          |

## Warning Lights

The **Maintenance Reminder (1)** indicator is illuminated when required maintenance is due. When the light is illuminated, seek service from your nearest Williams dealer.

The **High Temperature (2)** indicator will become illuminated and sound an alarm when the engine or exhaust system is, or may be, overheating. A message will scroll across the LCD screen identifying whether the overheating is from the engine or exhaust. Return to port as soon as possible and contact your nearest Williams dealer.

The **Check Engine (3)** indicator light is illuminated when an active fault has been detected somewhere in the system. Look for a message on the LCD screen which will display the active fault which has been detected.

When the check engine indicator blinks, the **Limp Home** mode is active. Seek service from your nearest Williams dealer.

The **Low Oil Pressure (4)** indicator is illuminated and sounds an alarm when low oil pressure has been detected in the system. A scrolling message will appear on the LCD screen. Return to port as soon as possible and seek technical assistance from your nearest Williams dealer.



## Safety Whistle (U.S. only)

To comply with current NMMA regulations, included within your tender pack is a safety whistle. The whistle should be kept with the tender whilst in use.

Use the whistle to draw attention in an emergency.



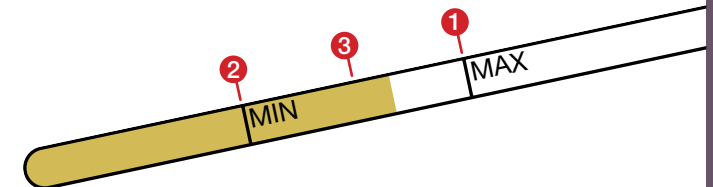
## Oil Level Check

The engine must be at operating temperature before an accurate level is indicated on the dipstick. The oil level should be between MIN and MAX on the dipstick. Reinstall dipstick, pushing in completely. **Do not screw cap in to check level.**

Use the correct grade of oil: Williams recommends XPS-4 stroke synthetic blend (Summer).

Do not overfill.

1. Full
2. Add oil
3. Operating Range



## Engine Bay Arrangement



- |                           |                          |                                  |
|---------------------------|--------------------------|----------------------------------|
| 1 Engine fuses            | 5 Coolant expansion tank | 9 Engine oil dipstick and filler |
| 2 Boat fuse inline 30 amp | 6 Engine air filter      | 10 Fuel filler                   |
| 3 Battery                 | 7 Power limit switch     |                                  |
| 4 Battery isolator relay  | 8 Towing valve           |                                  |

## Fuel System Check

**WARNING. Pressurised fuel system.** Inspect system for leaks at scheduled service intervals. All elements of the fuel system function under pressure (4 bar). The system remains pressurised after engine is switched off. Extreme care must be taken when removing quick connectors during filter change. Wear eye protection. No naked flames.

## After Use: Flushing Procedure

To prolong engine life it is very important to flush engine of salt water after use and prior to storage. Failure to carry out flushing will significantly reduce the life of engine components and may invalidate the warranty.

In addition it is advised to thoroughly wash with fresh water around the jet pump area to remove all salt deposits after use.

**CAUTION.** Engine **MUST** be running before water is connected. Risk of engine flooding exists if water remains on after engine is switched off. **NEVER run engine longer than 2 minutes.** Drive line seal has no cooling when boat is out of water.

- 1 Clean jet pump by spraying fresh water into its inlet and outlet.
- 2 Connect a fresh water hose fitted with the female connector to the flushing attachment coupling fitted to the tender.
- 3 Start engine and immediately open the water tap.
- 4 Run the engine for about 20 seconds, between 4000 and 5000 rpm.
- 5 Ensure water flows out of jet pump whilst flushing. Otherwise, contact your authorized Williams Dealer.
- 6 Turn off tap.
- 7 Allow the engine to run on for no longer than 10 seconds to allow water to exit from the cooling system, then turn off the engine. Remove hose connector from flushing attachment.
- 8 Check bilge of boat and dry any residual water. Remove footwell drain plugs.



- 1 Pump assembly anode
- 2 Steering cable
- 3 Reverse cable
- 4 Footwell drain outlets



- 1 Flushing attachment
- 2 Bilge drain plug

## Electrical Cable Colour Coding

This chart sets out the corresponding colour to all cable printed abbreviations found on the craft. Please refer to our website at [williamsjettenders.com](http://williamsjettenders.com) for the complete wiring diagram.

Code	Colour	Code	Colour
BK	Black	VT	Violet
GN	Green	RD	Red
PK	Pink	GY	Grey
LTGN	Light green	BE	Blue
BN	Brown	WE	White
OE	Orange	YW	Yellow

Example: GN/YW signifies Green/Yellow

## Fuel System Check

**WARNING. Pressurised fuel system.** Inspect system for leaks at scheduled service intervals. All elements of the fuel system function under pressure (4 bar). The system remains pressurised after engine is switched off. Extreme care must be taken when removing quick connectors during filter change. Wear eye protection. No naked flames.

## Lifting the Minijet

**CAUTION. Damage to the tender may result if the following procedure is not adopted.**

Lifting strops are available as an optional accessory. Ensure hooks are attached correctly before lifting.

**WARNING. Risk of injury or death.** When Williams lifting strops are used, please adhere to the Safe Working Load values as follows: **Minijet 280:** 280 kg max.

## Re-boarding your Minijet



**1** Approach the boat and hook both hands over the tube.



**2** Push your body forward and upwards.



**3** Swing your body round once your waist is above the water.

## Quick Release Steering Wheel Operation

The quick release steering wheel is an optional accessory available on the Minijet. It reduces the overall height of the tender to 0.71m.

- To remove steering wheel from boat, pull black tab (1) towards steering wheel to release.
- To replace wheel, pull black tab (1) towards wheel and locate on central steering hub, push all the way to the base of steering hub before releasing tab. Ensure the wheel is fully locked by pulling the wheel towards you, ensuring it does not release accidentally. Several ball bearings will locate in reciprocal holes to lock the wheel to the steering hub.

**Please note:** When located on the wheel, the quick release collar will spin 360 degrees. The collar is designed this way.



## Routine Maintenance

**To ensure long service life and to maintain the tender in a safe and reliable condition please follow these routine maintenance instructions. Williams cannot accept any responsibility for damage or injury resulting from incorrect maintenance or improper adjustment carried out by the owner.**

- Wash tender regularly with fresh water to remove salt deposits.
- Check engine oil level. (refer to section **Oil Level Check** in this handbook).
- Check coolant level.
- Flush open loop cooling system.
- Apply a good quality marine grease containing Teflon (e.g. Quicksilver 101) to all control cables both under the helm and at the pump.
- Check bilges for water ingress, oil or fuel contamination and clean if necessary.
- Lightly grease the extending running light pole base using white grease or similar.
- Check condition of the two pump anodes.
- Loss of tube pressure over 24 hours is not unusual. Temperature and atmospheric pressure will affect tube pressures. Check pressures regularly.
- For boats used in tropical environments, the frequency of the routine maintenance should be increased accordingly.



## Full Inspection Maintenance Table

Please use this section for servicing guidance and the Rotax engine manual for all engine-related serviceable items.

These tasks require basic mechanical and/or electrical knowledge. Please refer to a qualified engineer if you are not confident in carrying them out.

	First 50 hours or 1 year	Every 100 hours or 1 year	Every 200 hours or 2 years	To be carried out by
<b>Engine</b>				
<b>Engine oil and filter</b>	Replace	Replace (1)		Repair Shop
<b>Rubber mounts</b>	Inspect	Inspect		Repair Shop
<b>Corrosion protection (spray an anticorrosion lubricant to metallic components in engine compartment)</b>		Lubricate (Every 10 hours in salt water use)		Operator
<b>PTO Seal and Sleeve</b>			Replace <sup>2</sup>	Repair Shop
<b>Exhaust system</b>				
<b>Exhaust System</b>	Inspect	Inspect, Clean <sup>3</sup>		Operator/ Repair Shop
<b>Exhaust system flushing</b>		Clean <sup>1,3</sup>		Operator
<b>Cooling system</b>				
<b>Hoses and fasteners</b>	Inspect	Inspect		Repair Shop
<b>Coolant</b>	Inspect	Inspect	Replace	Repair Shop
<b>Fuel system</b>				
<b>Throttle Body</b>	Inspect	Inspect		Repair Shop
<b>Fuel Lines, connections, pressure relief valve and fuel system leak test</b>	Inspect	Inspect		Repair Shop
<b>Engine management system</b>				
<b>Fault Codes</b>	Inspect	Inspect		Repair Shop
<b>Air intake system</b>				
<b>Air Filter</b>		Inspect, replace if required		Repair Shop

<sup>1</sup> At storage period or after 100 hours of use whichever comes first. <sup>2</sup> Replace at 200 hours of use, irrespective of the number of years. <sup>3</sup> Daily flushing in salt water or foul water use.

	First 50 hours or 1 year	Every 100 hours or 1 year	Every 200 hours or 2 years	To be carried out by
<b>Electrical system</b>				
<b>Spark plugs</b>	Inspect	Inspect	Replace	Repair Shop
<b>Ignition coils</b>	Inspect	Inspect	Inspect	Repair Shop
<b>Electrical connections and fastening (visual inspection)</b>	Inspect	Inspect	Inspect	Repair Shop
<b>Monitoring beeper</b>	Inspect	Inspect	Inspect	Repair Shop
<b>Engine cut-off switch</b>	Inspect	Inspect	Inspect	Repair Shop
<b>Steering system</b>				
<b>Steering cable and connections</b>	Inspect	Inspect		Repair Shop
<b>Steering nozzle bushings</b>	Inspect	Inspect		Repair Shop
<b>Propulsion system</b>				
<b>Carbon ring and rubber boot (drive shaft)</b>	Inspect	Inspect		Repair Shop
<b>Shifter system, cable and connections</b>	Inspect	Inspect		Repair Shop
<b>Reverse gate</b>	Lubricate	Lubricate		Repair Shop
<b>Drive shaft/impeller splines and PTO splines</b>		Inspect, Lubricate		Repair Shop
<b>Drive shaft</b>		Lubricate <sup>4</sup>		Repair Shop
<b>Impeller boot</b>	Inspect	Inspect		Repair Shop
<b>Impeller shaft seal, sleeve and O-ring</b>		Inspect	Replace <sup>5</sup>	Repair Shop
<b>Impeller and wear ring clearance</b>	Inspect	Inspect		Repair Shop
<b>Sacrificial anode</b>		Inspect each month (every two weeks in salt water) and change when necessary		Operator/ Repair Shop
<b>PTO Boot</b>		Replace <sup>6</sup>		Repair Shop
<b>Hull and body</b>				
<b>Ride plate and water intake grates</b>		Inspect		Repair Shop

<sup>4</sup> Lubricate for corrosion protection. <sup>5</sup> Replace every 200 hours irrespective of number of years. <sup>6</sup> Replace every 100 hours irrespective of number of years.

## Winterising/Dry Storage

Store the boat covered in a clean, ventilated and dry place that is not affected by major variations in temperature or humidity. **For full information on servicing please refer to the Rotax engine service manual.**

### Buoyancy Tube

Prior to storing over the winter periods the buoyancy tubes must be deflated and hosed down with fresh water, removing any small stones and weed from around them, then allowed to dry. Use a proprietary tube cleaner and polish to ensure optimum condition. Store with the tubes lightly inflated where possible.

### Maintenance of the Hull & Deck

Wash the deck regularly using a mild detergent in warm water and hose down to remove sand etc. The hull and deck should be regularly polished using a good quality gelcoat polish to minimise fade and UV chalking.

### Battery

The battery used in the Minijet is of the dry cell type. This means that the electrolyte content is absorbed in a special fabric which requires no 'topping up' and is leak proof in any position. When the boat is not being used for an extended period of time, disconnect the earth terminal. A trickle-charging device, such as an *Accumate*, will extend battery life.

### Fuel System

Fuel will become stale over a period of several months. A full fuel tank prevents moisture and mildew from developing within the tank. Fuel begins to break down after approximately 30 days. Adding a fuel stabilizer in the recommended ratio will minimise this.

### Cooling System

Flush the open loop water circuit to remove salt, sand, shells and other contaminants that may be trapped in the raw water cooling circuit (refer to **After Use: Flushing Procedure** section).

Measure the anti-freeze content of the engine coolant with a commercially available anti-freeze tester. A 50/50 mixture of distilled water to propylene glycol provides sufficient frost protection to approx. -37°C. Run the same 50/50 antifreeze mixture through the open loop system using the flush attachment and a suitable container

### Engine Oil Change

It is important to change the oil. Used engine oil contains water, unburned fuel and small metal particles. When old oil is left in the engine for longer periods, corrosion and degradation of bearings within the engine may occur.

### Conserving the Cylinders

Unscrew the spark plugs and pour approximately 10ml of clean engine oil directly into each spark plug bore. Crank the engine a few times with the starter. Screw in the spark plugs again.

### Grease Cables

Grease all control cables at both ends and exercise them to ensure good coverage

### General Corrosion Protection

Use maintenance spray on key switch. Apply a proprietary corrosion guard to engine, electrical connections, under helm and around jet pump area.

## Limited Warranty

### Williams Jet Tenders Ltd. Limited Warranty Certificate

Williams Jet Tenders ("Williams") undertake a PDI (pre-delivery inspection) on all new boats before shipment from factory. Williams will provide for repairs to their inflatable boats during the specific warranty periods provided herein, in accordance with the following terms, conditions and limitations. Registration of a Williams boat – Each Williams boat is supplied to the original customer with a registration card. The limited Warranty contained herein shall not take effect and shall be deemed null and void unless the original owner submits a completed registration card to Williams Jet Tenders Ltd, Unit 2 Vogue Business Park, Berinsfield, Oxon OX10 7LN, UK within 30 days from the date of original registration. The registration can also be completed online at [www.williamsjettenders.com](http://www.williamsjettenders.com). Williams approved dealers shall be entitled to store boats for a period of up to 6 months prior to registration provided that: **a)** the boats are stored in original packaging in accordance with Williams guidelines; **b)** registration is recorded upon handover with delivery hours only.

### Warranty coverage:

Williams warrants to the original private purchaser of a properly registered craft that: **a) Hypalon Tubes:** all seams of the tubes, inflation valves, and the fabric used in the construction of the tube shall be free from defects in material and workmanship for a period of 3 years from the date of the original registration; **b)** the fabric of the tube shall be free from deterioration affecting serviceability (i.e. cracking, porosity, but not discolouration, fading or chaffing) for a period of 3 years from the date of the original registration; **c) PVC Tubes:** all seams of the tubes, inflation valves, and the fabric used in the construction of the tube shall be free from defects in material and workmanship for a period of 2 years from the date of the original registration; **d)** the fabric of the tube shall be free from deterioration affecting serviceability (i.e. cracking, porosity, but not discolouration, fading or chaffing) for a period of 2 years from the date of the original registration; **e)** the fibreglass hull shall be free from defects in material and workmanship for a period of 2 years from the date of the original registration; **f)** deck and helm components which are spray finished shall be free from blistering for a period of 1 year provided that at no time the boat is shrink wrapped in polythene; **g)** all components fitted to the boat at the Williams factory or subsequently replaced under warranty shall be free from defects in material and workmanship for a period of 2 years from the date of the original registration. The warranty period for commercial use will be 4 months from the date of original registration. The obligation of Williams under this Limited Warranty is limited to repairing or replacing, as Williams may elect at its sole discretion, any parts that prove, in Williams' sole judgement, to be defective in material or workmanship. THIS LIMITED WARRANTY SHALL BE THE ORIGINAL PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

### What is not covered:

This Limited Warranty shall not apply to: **a)** normal wear and tear; **b)** any minor boat damage, including but not limited to, gel coat crazing, fading or blistering; **c)** any damage to Williams boats due to negligence, accident, misuse, alteration, improper operation, collision, fire, theft, vandalism, riot, explosion, objects striking the boat, improper maintenance and storage; **d)** any damage caused by towing a Williams boat, any damage caused by lifting or recovering a Williams boat; **e)** tubes exposed to harsh or corrosive chemicals; **f)** any parts installed by anyone other than Williams factory personnel; **g)** any damage caused by after-market parts; **h)** Williams boats purchased for commercial/governmental use; **i)** any work carried out on a Williams boat by an unauthorised service centre and/or without Williams' prior approval; **j)** labour, freight, delivery, storage or other similar charges; **k)** defects caused or worsened by failure to adhere to the instructions concerning the treatment, maintenance and care of the boat; **l)** damage caused by water ingestion. Sometimes equipment installed on a Williams boat (such as electronics) carry their own individual warranties provided by their respective manufacturers. In such cases any warranty claims regarding those parts must be directed to those manufacturers and not Williams. Williams reserves the right to make warranty coverage contingent upon proof of proper maintenance. **m)** Damage caused by yacht launch systems that are not designed and installed to a Williams approved specification, or defective due to lack of maintenance.

### How to obtain Warranty repair:

Prior to any work being commenced on a Williams boat, the warranty claim must be approved in writing by Williams Jet Tenders Ltd. In order to obtain warranty repair approval, the original owner must send written notification, along with a copy of the bill of sale, and photograph depicting the damage and/or defect sought to be repaired to Williams Jet Tenders Ltd, Unit 2 Vogue Business Park, Berinsfield, Oxon OX10 7LN, UK. If Williams finds that the specific defect and/or damage is covered under this Limited Warranty, Williams will advise the owner in writing where to send (via pre-paid freight) the boat or part(s) for repair or replacement. In many cases the local authorised Sales and Service Centre may be utilised for repairs. In others the boat or parts must be repaired by Williams personnel only. Williams does not assume any liability for any work performed on a Williams boat at an unauthorised Service Centre and/or without Williams' prior approval. All parts replaced under this Limited warranty become the property of Williams.

### Miscellaneous:

Williams does not authorise any person to create for it any other obligation or liability in connection with its boats. THIS LIMITED WARRANTY AND WILLIAMS' OBLIGATION HEREUNDER IS IN LIEU OF ALL WARRANTIES EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Williams will not be liable for any incidental or consequential damages resulting from breach of this limited warranty, including without limitation, loss of inflatable boat use, storage, payment for loss of time, inconvenience, boat rental expense, and local taxes required on warranty repairs. Williams reserves the right to alter models, change colours, specifications, materials, equipment, component parts, prices or cease production of certain models at any time without prior notice, and such changes, alterations, or cessation shall be made without Williams incurring any obligations to equip or modify inflatable boats produced prior to the date of such changes or alterations. This Limited Warranty shall be governed by and construed and enforced in accordance with UK Law.

# WILLIAMS

J E T T E N D E R S

**Limited Warranty** • This boat is intended for pleasure use only. It is covered by a limited warranty which applies for defects and flaws, which may occur, despite normal use and regular maintenance, for a period of 2 years from the date of registration. Williams reserves the right to make warranty coverage contingent upon evidence of proper maintenance.

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**Garantie Limitée** • Ce bateau est destiné à un usage de plaisance. Il est couvert par une garantie limitée qui s'applique pour tous vices ou défauts qui pourraient se déclarer en dépit d'une utilisation normale et d'un entretien régulier, pendant une période de 2 ans à partir de la date d'enregistrement. La couverture sous garantie par Williams est applicable sous réserve d'un entretien régulier par un concessionnaire agréé, conformément au carnet d'entretien.

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**Garanzia Limitata** • Questo tender è adibito ad uso ricreativo. E' coperto da una garanzia limitata che copre eventuali difetti che si verifichi nonostante un uso corretto del battello ed una manutenzione regolare, per un periodo di 2 anni dalla data di registrazione. La Williams Performance Tenders si riserva il diritto di riconoscere eventuali lavori in garanzia previa verifica di corretta e costante manutenzione.

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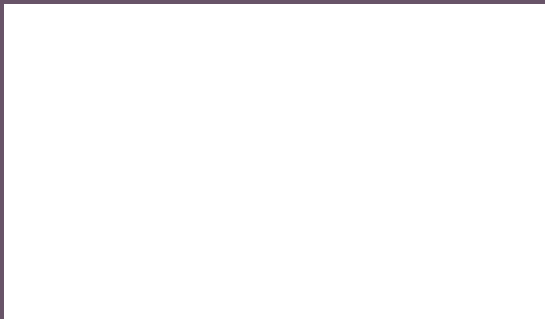
**Ogranicena Garancija** • Ovo plovilo je namijenjeno isključivo za privatne svrhe. Pokriveno je ograničenom garancijom na kvarove koji mogu nastati usprkos normalnom korištenju i održavanju u periodu od 2 godine od dana registracije. Williams zadržava pravo reguliranja garancije ovisno o kvaliteti održavanja plovila.

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**Beschränkte Garantie** • Dieses Boot ist ausschließlich für Vergnügungszwecke vorgesehen und nicht für kommerzielle Zwecke. Die beschränkte Garantie deckt Fehler und Mängel im Rahmen der normalen Verwendung und regelmäßiger Wartung für einen Zeitraum von 2 Jahren, ab, beginnend mit dem Tag der Zulassung. Williams behält sich vor im Gewährleistungsfall vom Endverbraucher einen Nachweis über die erbrachten Wartungsarbeiten zu verlangen.

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**Garantia Limitada** • Esta embarcación esta diseñada únicamente para uso recreativo. La garantía limitada cubre defectos y faltas que se produzcan durante su uso normal y mientras se respeten los periodos de mantenimiento recomendado.



Supplying Dealer Stamp

Cachet du Concessionnaire

Timbro del Rivenditore

Autorizzato Williams

Pečat Ovlaštenog Zastupnika

Stempel des Händlers

Sello del Proveedor

## Williams Jet Tenders Ltd

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