⊙ JETSLIDE DRY-DOCK SYSTEM

JETSLIDE SYSTEM BASIC CONCEPTS

The JETSLIDE dry-dock system consists of an assembly of multiple components. First and foremost, the JETSLIDE unit itself. It is the center part of any drive-on dry-dock system that Candock can provide. Depending on the vessel's size and specifications, an array of additional components is required to ensure a safe and efficient system.

The below information is essential information for every JETSLIDE SYSTEM that is to be considered/offered:

MAKE NAME (BRAND) – MODEL NAME – YEAR OF MANUFACTURING – ENGINE LAYOUT AND SPECIFICATIONS

Consisted of a single piece of medium density polyethylene, with 100% of its interior filled with expanded polystyrene, the JETSLIDE is virtually unsinkable. Furthermore, as it does not have any mobile parts, it relies on its "low friction" soft surface to help your vessel going up and down from the system itself.

Depending on the boat's length and weight, Candock will determine a suitable configuration of the needed components. JETSLIDE, CUBES, CONNECTING PINS, and SLIDING NUTS, to name a few, are all part of the recipe to create a perfectly tailored dry-dock system for your vessel.

There are some basic yet essential rules and premises to ensure a functional system:

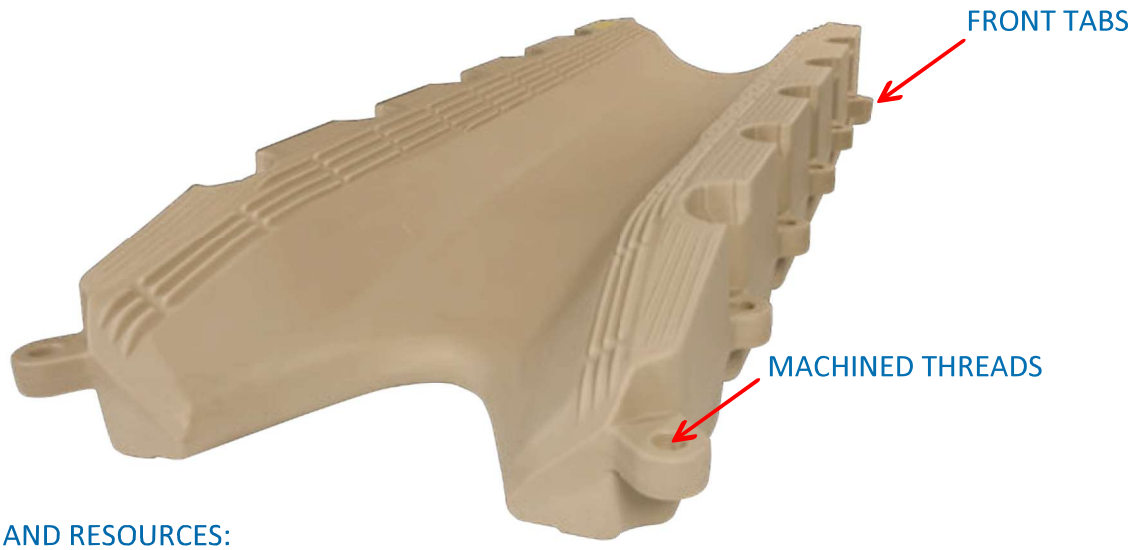
1- CANDOCK'S PROPOSED CONFIGURATION SHOULDN'T BE ALTERED IN ANY WAYS.

2- CERTAIN BOATS (STEPPED HULL, V-DRIVE/DIRECT-DRIVE) ARE NOT COMPATIBLE WITH THE JETSLIDE SYSTEM.

3- USERS MUST MASTER MANEUVERS WITH SUCH A SYSTEM.

4-CANDOCK IS NOT LIABLE FOR ANY DAMAGES RESULTING OF THE NON-COMPLIANCE OF THE FOLLOWING GUIDELINES.

JETSLIDE

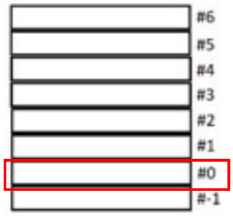


USEFUL LINKS AND RESOURCES:

YouTube

Website

TAB POSITIONS



SPECIFICATIONS

Material/Composition: Medium-density polyethylene resin - RotoMolded
Available colors: Beige and Grey
Dimensions: L x W: 288 cm (114”) x 96 cm (38”) H: 38 cm (15”)
Weight: 68 kg (150 lbs.)
Needed tools: G2 key for pin, Key for nut

SKU NUMBERS

G2 JETSLIDE BEIGE: C02-000015
G2 JETSLIDE GREY: C02-000016

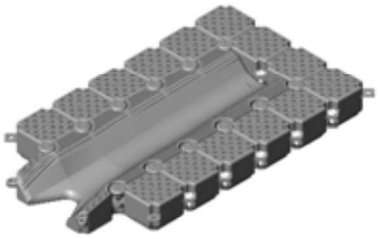
TERMINOLOGY

JETSLIDE TABS: Prominent threaded parts on each side of the JETSLIDE, located under tab “1” *. As opposed to our regular CUBE coupling system, which requires the addition of a SLIDING NUT at the bottom of a connection point so that the CONNECTING PIN can have traction in the threads, the JETSLIDE TABS have their threads inside the tabs along its sides.

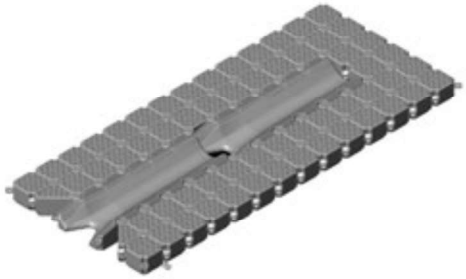
*The exception to the above description is the FRONT TABS (left and right), located underneath the other JETSLIDE tabs. This specifically allows the merging of 2 JETSLIDES in an “in-line” configuration. This allows configuring longer systems to accept longer/heavier vessels. See lower in this section for more explanations on “dual” JETSLIDE configurations.

PLUGS: These watertight plugs are always found on the front wall of the JETSLIDE. These plugs, made of a breathable material, act as pressure release valves, preventing the JETSLIDE’s deformation due to temperature changes and pressure variations. Furthermore, these plugs prevent any condensation inside the JETSLIDE.

OVERVIEW



JETSLIDE SMALLEST CONFIGURATION (PWC)



JETSLIDE BIGGEST CONFIGURATION (BOAT)
THIS CONFIGURATION MAY NOT BE SUITABLE FOR ALL BOATS

ASSEMBLY PROCEDURE

PRIOR TO INSTALLATION

1-Assemble on a flat surface rather than in the water.

2-Assemble the cubes around the JETSLIDE. If you attach it to an existing Candock dock, make sure the plugs face the same direction as the existing dock. If your JETSLIDE is an independent unit, the cubes' vent plugs should be oriented towards the system's front.

PROCEDURE:

1-Prepare the needed SPACERS on each side of the JETSLIDE before manually inserting the connecting pins. The tab configuration will create a void in the assembly; depending on the cube's tabs utilized in the assembly, insert SPACERS in the missing tabs' opening.

2- Manually insert CONNECTING PINS to engage the threads.

3-When the pins are engaged, proceed by screwing manually or mechanically. Start by tightening the pins in the middle section of each side and work towards the front and the back **alternating.**

4-We suggest manually tightening the pins to better feel the needed torque for each CONNECTING PIN.

4) For the 2 front corners of the JETSLIDE connecting points, the CONNECTING PINS require SLIDING NUTS as the FRONT TABS are too low, and they don't have a threaded opening like the other tabs of the JETSLIDE. Insert a SLIDING NUT on the lowest tab available at the connection point and make sure to include the potentially needed SPACERS if the tab configuration creates a void in the assembly.

5) When the needed CUBES are all secured around the JETSLIDE, install BOLT FOR CUBE and NUTS assemblies all around the perimeter of the JETSLIDE system. Make sure to include the potentially needed SPACERS if the tab configuration creates a void in the assembly.

OPERATING A WATER-CRAFT WITH THE JETSLIDE

IMPORTANT NOTICE

The water depth at the back of the system (entry point) must be at least 1m (3.3') to avoid potential damage to the engine's propeller and skeg.

GOING UP THE SYSTEM

PWC: Approach the JETSLIDE at idle, keeping the craft straight and centered with the JETSLIDE. When the craft's bow is in contact with the JETSLIDE, give small throttle strokes to align the craft with the JETSLIDE. When the craft is in line with the JETSLIDE, throttle in slowly. After a few tries, you will develop a feel of how much throttle you must use to reach the final position on the JETSLIDE

BOAT: The engine must be trimmed entirely down during the entering procedures. Increase throttle power until the boat is entirely on the system. When the engine gets in contact with the JETSLIDE, you will feel the vessel has stopped. You must immediately throttle down. It indicates that the craft is at its final resting position. Entering the unit at high speed may damage the unit. We recommend, at first, that you try at slow speeds until you reach the correct speed. If the boat gets on the system but is not all the way in, you can continue throttling progressively until the boat reaches its final resting position. Be careful; boarding on the JETSLIDE at high speed can be dangerous.

NOTE: It is recommended to secure the craft to a cleat to prevent it from sliding back into the water accidentally. The craft can be locked to the JETSLIDE system with a CONNECTING PIN WITH LOCK CHAIN. See lower in this manual.

GOING DOWN THE SYSTEM

PWC: To go back into the water, initiate the procedure by pushing the PWC backward of 30-60cm (1' to 2') to bring the machine's weight towards the back of the system. Then, stand up at the back of your PWC, grab the seat's handle, and transfer your weight backward. The easiest way to push the PWC backward is to grab the PWC's nose in one hand and the handle with the other and then push gently. Be vigilant because, at some point, your PWC will want to go down by itself. At this point, you will have to get on it if you do not want it in the water without you.

BOAT: Trim the engine down completely and put the engine in reverse. Gradually increase throttle until craft starts to go down by itself. It helps if you wet the system, especially if the boat was not used for an extended period. It might be necessary to give a good throttle stroke to initiate the motion and then throttle down.

NOTE: For boats powered with turbine engine layout, a BOAT WINCH is required to initiate the process of going back in the water with the vessel. See lower in this manual.

WARNINGS & SPECIAL INSTRUCTIONS

1- For all JETSLIDE systems, the surrounding environments must not be subjected to waves of more than 60cm (24''). We recommend installing a JETSLIDE system in a protected area.

2-The installation of multiple PWC JETSLIDES side by side is possible, but we suggest a minimum of 2 rows of CUBES in-between each JETSLIDE. An installation with only one row is also possible, but there are risks of injuries for the surrounding users and damaging the PWC.

3-The lifting (crane) of multiple JETSLIDES assembled is strongly not recommended.

4-Aluminum riveted hulls may scratch the surface of the JETSLIDE.

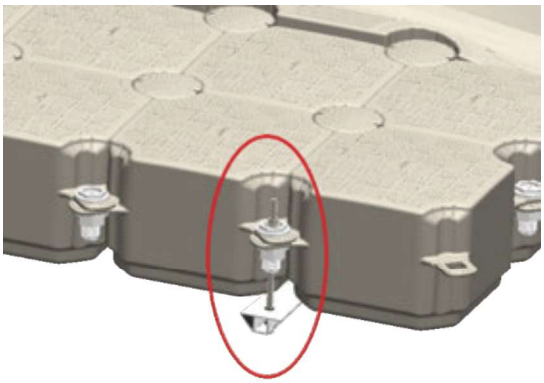
5- "Stepped-hull" vessels as well as "v-drive or direct-drive" engine layouts are not compatible with the JETSLIDE system.

6-Please note that some boats have engine cooling intakes on the hull and may overheat if the boat is dry-docked on the system with the engine running.

7-All boats and PWC's must be brought entirely to the front of the JETSLIDE at all times.

8-Surfaces can be slippery when the system is wet.

STIFFENING BEAMS



SPECIFICATIONS

Material/Composition: Aluminum and stainless-steel rods.
Needed tools: 1 1/8'' ratchet socket and wrench
*Bolt for cube and nut NOT included.
***The hardware of this product is made of stainless steel and brass.*
If you are installing this product in a salty environment, or if there is a risk of corrosion, replace brass components with stainless steel ones. Don't forget to apply anti-seize grease to the nuts.

SKU NUMBERS

STIFFENING BEAM FOR JETSLIDE SYSTEM 115'' (6 CUBES): C02-000006
STIFFENING BEAM FOR JETSLIDE SYSTEM 153'' (8 CUBES): C02-000007

ASSEMBLY PROCEDURE

PRIOR TO INSTALLATION

1-Assemble STIFENING BEAMS when the JETSLIDE system is in the water.

2-Position STIFFENING BEAM(S) precisely at the designated position provided by your Candock's representative.

PROCEDURE

1-Insert the STIFFENING BEAM assembly onto "pre-installed" BOLT FOR CUBE and NUT assembly using the provided hardware (bolt, washers, and nut). Holding the threaded rods' very end, slide the beam underneath the system starting from the rear. Ensure installing the beams at the front and making your way to the back with the subsequent beams if needed.

2-Once aligned, secure the beam to the BOLT FOR CUBE with the hardware kit supplied with the bars. Insert the threaded rods through the BOLT FOR CUBE and manually engage the washers, lock washers, and nuts.

3-Complete installation by adjusting the beam's positions to be perfectly perpendicular to the JETSLIDE(S). The over-tightening of the stabilizer bars may exert undue pressure on the tabs and cause damages to the JETSLIDE(S).

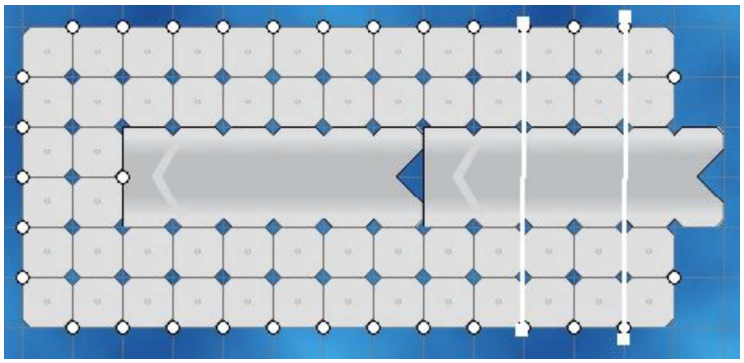
TIP

-The number of STIFFENING BEAMS needed for a specific configuration may be estimated with the below ratio:

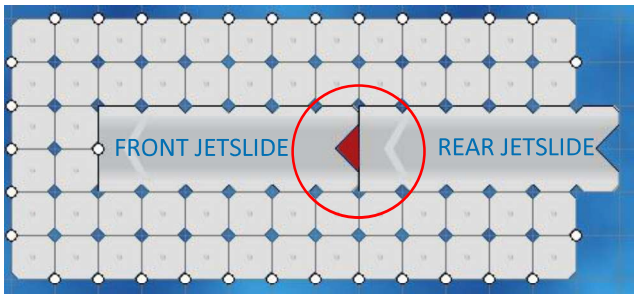
(1x) STIFFENING BEAM FOR EVERY 455kg (1000lbs) OF THE VESSEL'S WEIGHT.

Example: A boat of 910kg (2000lbs) "wet weight"

requires (2x) STIFFENING BEAMS.



“V” PLATE



SPECIFICATIONS

Material/Composition: HDPE and stainless-steel hardware.
Needed tools: 7/32’’ Halen key

SKU NUMBER

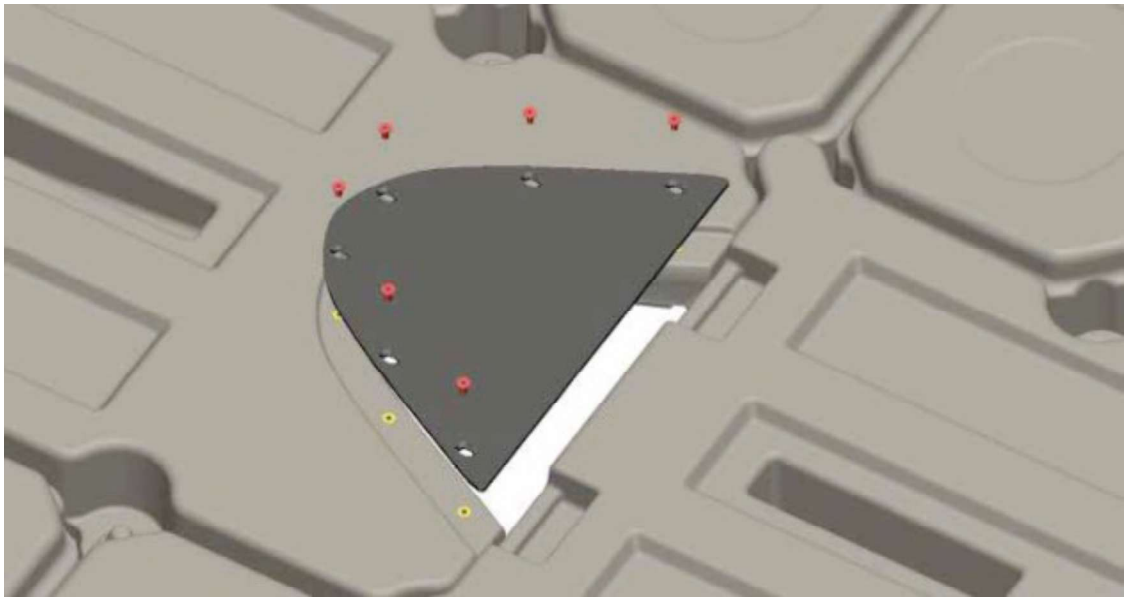
V-PLATE: C02-000017

ASSEMBLY PROCEDURE

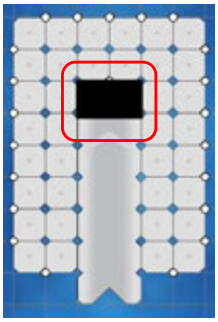
With an assembly of dual “inline” JETSLIDES, the connection point between the 2 JETSLIDES creates an opening at the “V-shaped” entry point of the front JETSLIDE. To cover this hazardous opening, you must install the V-PLATE, which is to be secured in place under the JETSLIDE with (6X) counter sunken Halen screws (provided) screwed into casted brass inserts.

PROCEDURE

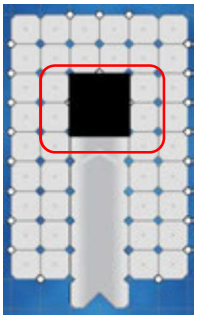
1-Flip the JETSLIDE upside down and secure the V-PLATE with the provided hardware.



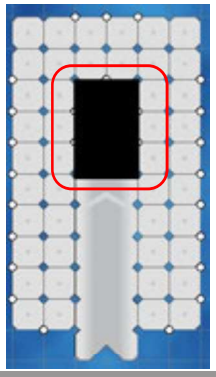
EXTENSION PLATES (1, 2, AND 3 CUBES) AND BOLTS FOR JETSLIDE



EXTENSION PLATE 1 CUBES



EXTENSION PLATE 2 CUBES



EXTENSION PLATE 3 CUBES

SPECIFICATIONS

Material/Composition: HDPE and stainless-steel hardware.
Needed tools: Key for nut
*Bolts for JETSLIDE and sliding nuts not included.

SKU NUMBER

EXTENSION PLATE 1 CUBE: C02-000018
EXTENSION PLATE 2 CUBES: C02-000019
EXTENSION PLATE 3 CUBES: C02-000020
BOLT FOR JETSLIDE: C02-000001

ASSEMBLY PROCEDURE

The EXTENSION PLATES, available in 3 different sizes, are used to accommodate intermediary boat lengths as opposed to including a second JETSLIDE (in a dual “in-line” configuration) Precisely adapting the overall size of the system needed for a specific boat while keeping the cost as low as possible. To secure the EXTENSION PLATE, we use modified BOLTS FOR CUBE to remove the “locking ribs.” It allows for the BOLTS FOR CUBE to be used as regular “bolts.” When modified, these bolts are named BOLT FOR JETSLIDE.

*Once installed, the plate may slightly deform. This deformation is expected and normal.

**Please note that the surface of the safety plate can be slippery.

PROCEDURE

1- Insert SLIDING NUT on all cube tabs that are supporting the EXTENSION PLATE.

2- Place all needed SPACERS if the tab configuration creates a void in the assembly, starting from the lowest available tab to the highest. Make sure the EXTENSION PLATE is leveled.

3- Gently put the EXTENSION PLATE without moving the spacers.

4- Manually engage the BOLT FOR JETSLIDE into the SLIDING NUTS.

5-Firmly tighten the BOLT FOR JETSLIDE, ideally with a RATCHET key for nut.

JETSLIDE BOAT WINCHES

SPECIFICATIONS

Material/Composition: Aluminum and galvanized steel or stainless steel 316
Needed tools: Key for nut and 1 1/8'' ratchet socket and wrench
*Bolt for cube and nuts included.

SKU NUMBERS

WINCH JETSLIDE FOR BOAT (ALUMINUM): C02-000021
WINCH JETSLIDE FOR BOAT (STAINLESS STEEL): C02-000022

ASSEMBLY PROCEDURE

The purpose of the JETSLIDE BOAT WINCH is mainly to initiate the "unberthing" maneuvers of turbine/jet engine vessels when users want to get their boats back in the water from a fully dry-docked position.

Position the JETSLIDE BOAT WINCH and PULLEY exactly at the designated position provided by your Candock's representative.

PROCEDURE

1-Install the JETSLIDE BOAT WINCH with the provided BOLT FOR CUBE and NUTS

2-Once the winch is installed, insert the pulley and connecting ring assembly onto the "pre-installed" BOLT FOR CUBE and NUT assembly using the provided hardware.

3-Complete installation funneling the rope from the winch through the pulley and back towards the vessel's front.

IMPORTANT NOTICE

-Maximal boat weight capacity of the JETSLIDE BOAT WINCHES is 1360kg (3000lbs)

Candock does not recommend using the winch and its components to complete your vessel's "berthing maneuvers." do not use the winch to pull your boat onto the JETSLIDE system.

JETSLIDE PWC WINCH

SPECIFICATIONS

Material/Composition: Stainless steel 316 and plastic handle

SKU NUMBER

JETSLIDE PWC WINCH: C02-000023

ASSEMBLY PROCEDURE

The purpose of JETSLIDE PWC WINCH is mainly to initiate the “unberthing” maneuvers of turbine/jet engine PWC when users need help putting their PWC back in the water from a fully dry-docked position.

Position the JETSLIDE PWC WINCH exactly at the designated position provided by your Candock’s representative.

PROCEDURE

1- Remove the regular CONNECTING PIN that is at the designated location.

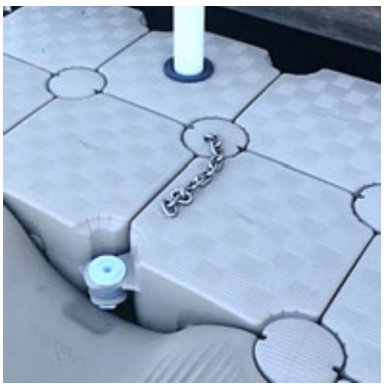
2-Install the JETSLIDE PWC WINCH by manually screwing it in place.

IMPORTANT NOTICE

-Maximal PWC weight capacity of the JETSLIDE PWC WINCH is 500kg (1100lbs)

-Candock does not recommend using the winch and its components to complete the “berthing maneuvers” of your PWC. Do not use the winch to pull your PWC onto the JETSLIDE system.

CONNECTING PIN WITH LOCK CHAIN



SPECIFICATIONS

Material/Composition: HDPE, concrete, and 40cm (16’’) stainless steel chain section
Available colors: Beige and Grey

SKU NUMBER

CONCRETE FILLED CONNECTING PIN G2 WITH SAFETY CHAIN - BEIGE: C03-000045
CONCRETE FILLED CONNECTING PIN G2 WITH SAFETY CHAIN - GREY: C03-000046

ASSEMBLY PROCEDURE

1-Establish the location of the future CONNECTING PIN WITH LOCK CHAIN on the dock.

2-Remove the CONNECTING PIN that is at the desired location.

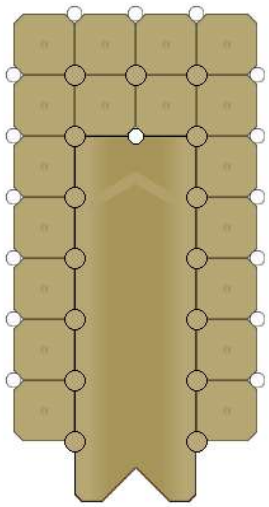
3-Insert the CONNECTING PIN WITH LOCK CHAIN and complete the screwing process by hand.

PWC JETSLIDE SYSTEM CONFIGURATION GUIDELINES

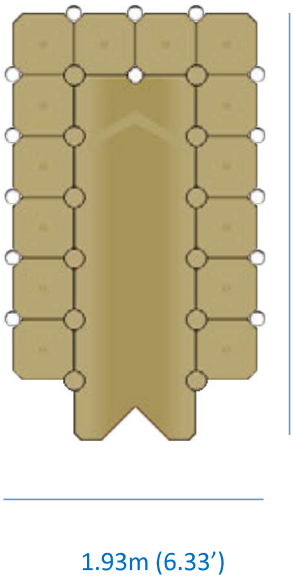
The following section is also essential to Candock. **The configuration of a PWC Jetslide system is of the utmost importance to ensure its optimal durability and performance.** Following the below recommendations and guidelines is critical for your product to perform as we intend.

There are several sizes and models, so the below configurations may have to be modified on a case-by-case basis. Please contact a Candock representative in the event you wish to alter the below configurations.

1 – IDEAL CONFIGURATION



2 – ALTERNATE CONFIGURATION

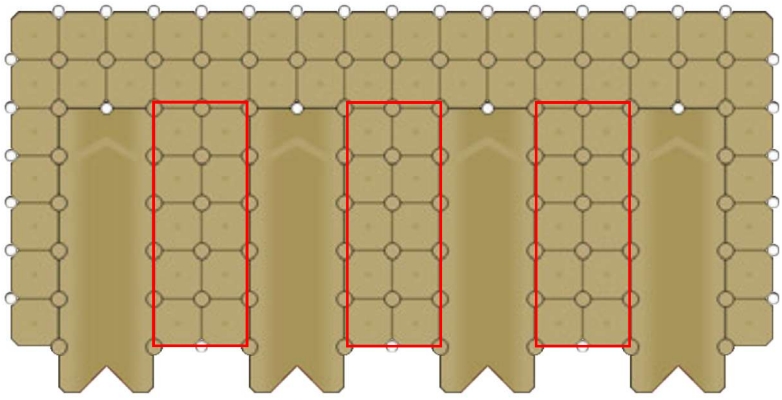


IMPORTANT NOTIONS

-Always keep the system symmetrical left/right.

-In doubt, please refer to your Candock representative.

-For multiple units assembled, we advocate 2 rows of cubes in between each JETSLIDE. Using only 1 row of cubes between each JETSLIDE is also possible but be aware of possible injuries or machine damages. As space between the machines is limited, there are potential risks of impacts with surrounding objects or users.

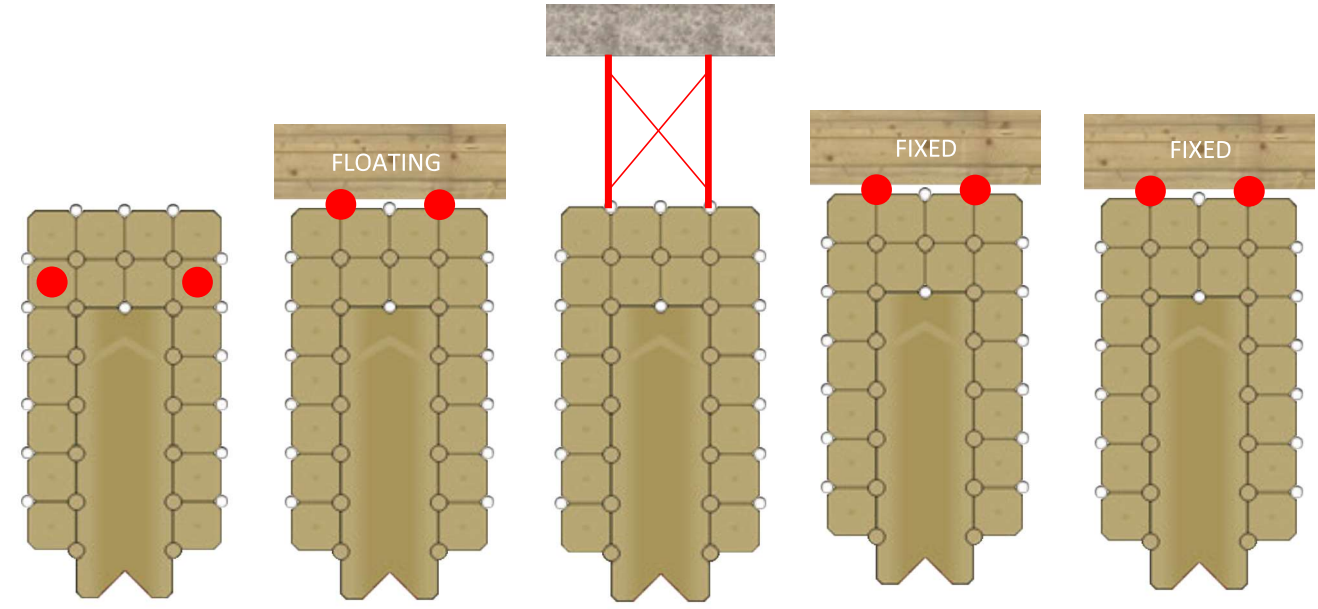


PWC JETSLIDE SYSTEM ANCHORING GUIDELINES

The following configurations are showcased to help determine the best scenario for each situation. Numerous factors influence the exact suggested layout, so the following proposed layouts must not be taken integrally. Modifications and altering of these are highly probable. Please contact a Candock representative to gather clarification and validation on the below configurations.

The below section is segmented as per our anchoring accessories/techniques categories. Note that combinations of multiple techniques may apply, and some alterations of the below accessories/techniques may also be involved in the process. The below list aims at covering as many of the possible scenarios. If the JetSlide system is secured against another floating or fixed structure (another Candock system, a standard floating dock, a fixed dock, or seawall), this "other" structure must be adequately anchored or fixed in place to withstand the torque applied by the addition of the JetSlide system.

It is also probable that in the event of a regular "POST CUBE AND PILES" anchoring technique, additional accessories may be required to secure the piles' upper section onto another fixed structure. In this case, the POST CUBES location may be changed to accommodate the needed bracket and hardware. Additionally, the POST CUBES may also be substituted with our HDPE PILE GUIDE FOR 2 7/8 '' STEEL PILE if the situation allows.



ANCHORING WITH POST CUBES AND PILES

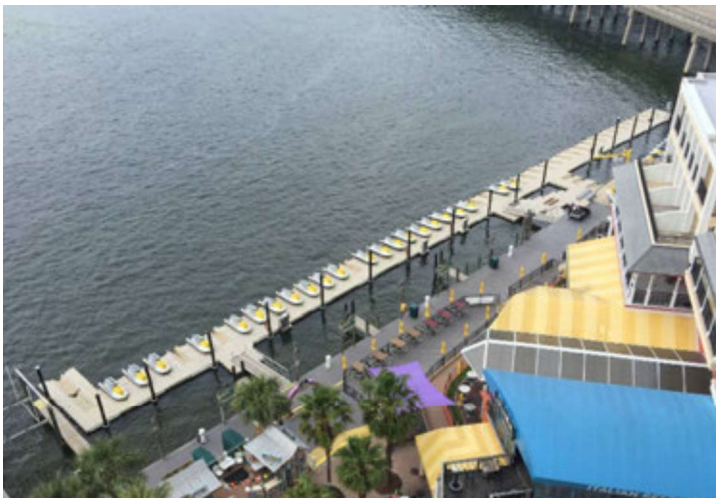
ANCHORING WITH WALL ANCHORS

ANCHORING WITH ANCHORING STRUTS

ANCHORING WITH 1 11/16 PILES AND UPPER PILE SECTION FASTENING ACCESSORES

ANCHORING WITH SLIDING H BEAM

A FEW EXAMPLES



BOAT JETSLIDE SYSTEM CONFIGURATION GUIDELINES

The following section is also essential to Candock. **Indeed, the configuration of a BOAT Jetslide system is of the utmost importance to ensure its optimal durability and performance.** Following the below recommendations and guidelines is vital for your product to perform as we intend.

There are several sizes and models, so the below configurations may have to be modified on a case-by-case basis. Please contact a Candock representative to help in determining a valid and approved configuration for your vessel.

To better help our customers, we have elaborated a comprehensive chart that helps determine a specific vessel's needed layout while considering the 2 most important variables, length, and weight.

IMPORTANT NOTICES

-Maximal boat's weight capacity of Candock's JETSLIDE system is 1360kg (3000lbs), including hull, engine, fuel, and equipment.

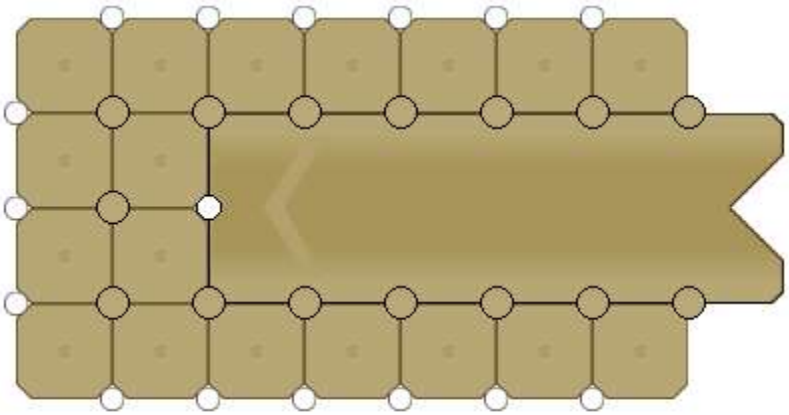
-Vessels with V-Drive and Direct-Drive engine layouts are not compatible with the JETSLIDE's system.

-Vessels with "step-hull" designs are not compatible with the JETSLIDE's system.

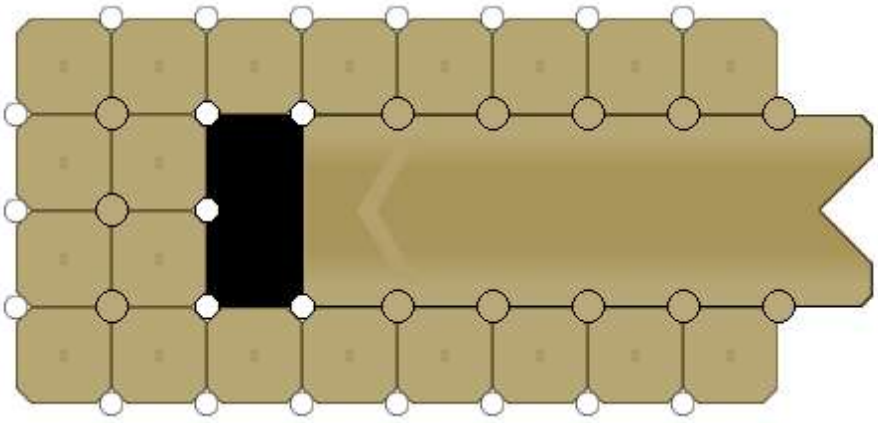
-Pontoon boats are not compatible with the JETSLIDE's system.

WEIGHTS AND DIMENSIONS – CONFIGURATION CHART

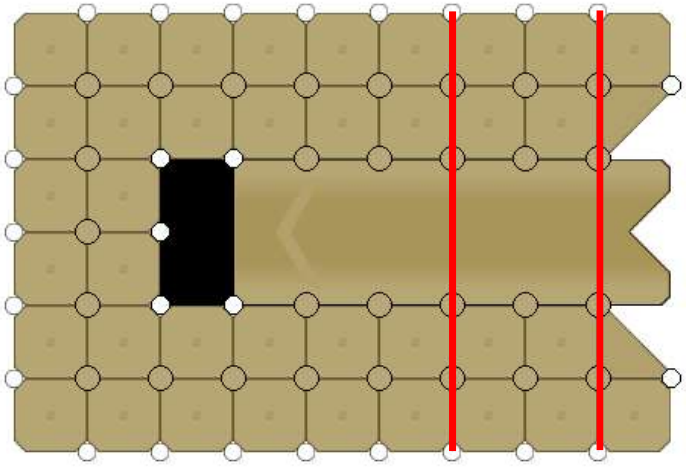
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	-	-
0 - 3,5m	**0 - 11,5'**	< 565 kg	< 1250 lbs	-	-	-	-	-



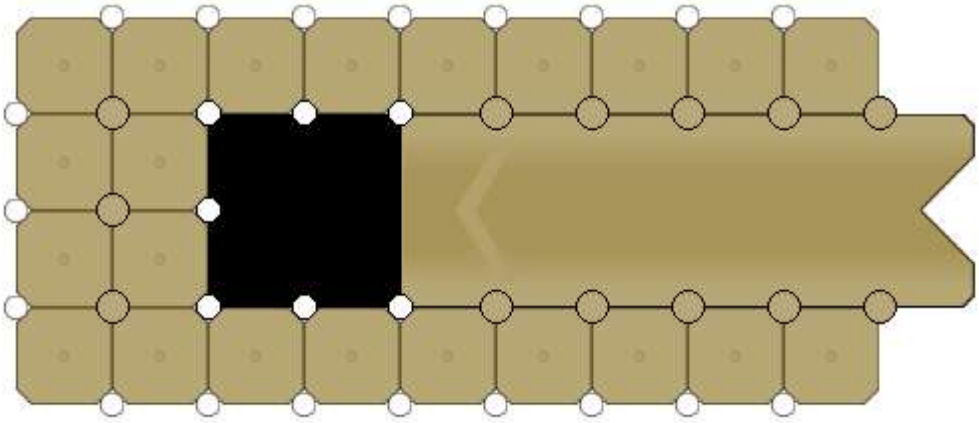
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	-	-
3,5m - 4m	**11,5' - 13'**	< 565 kg	< 1250 lbs	1	-	-	-	-



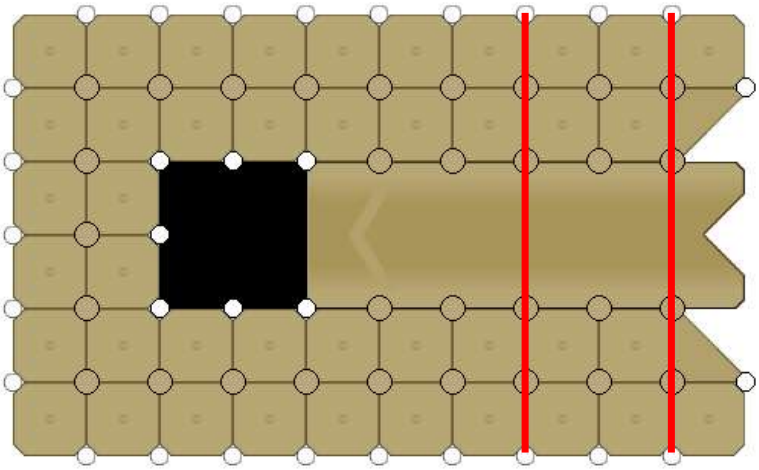
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
3,5m - 4m	**11,5' - 13'**	< 1136 kg	< 2500 lbs	1	-	-	-	2



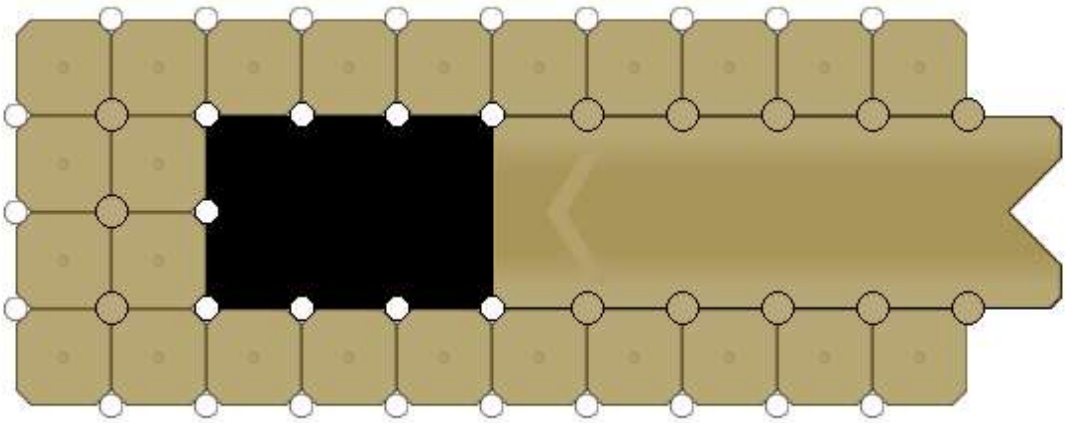
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
4m - 4,5m	**13' - 14,5'**	< 565 kg	< 1250 lbs	-	1	-	-	-



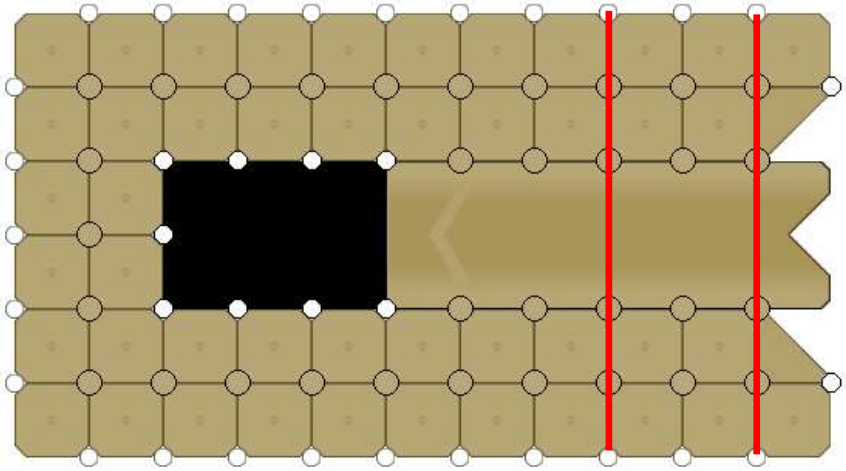
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
4m - 4,5m	**13' - 14,5'**	< 1136 kg	< 2500 lbs	-	1	-	-	2



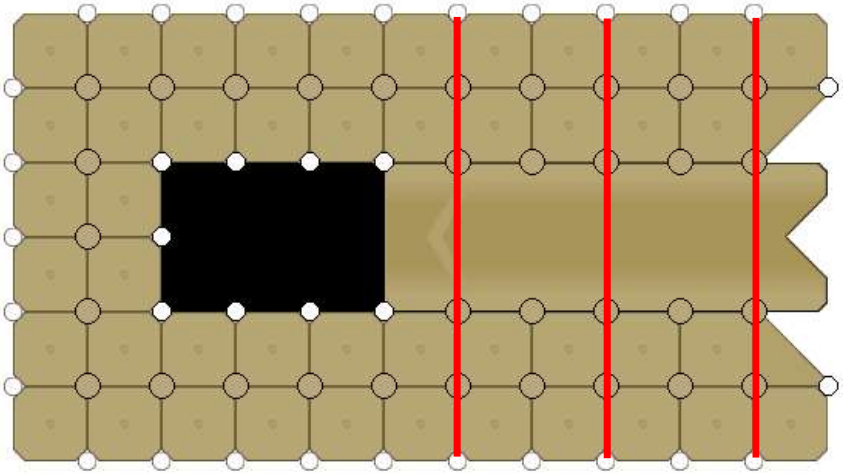
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
4,5m - 5m	**14,5' - 16,5'**	< 565 kg	< 1250 lbs	-	-	1	-	-



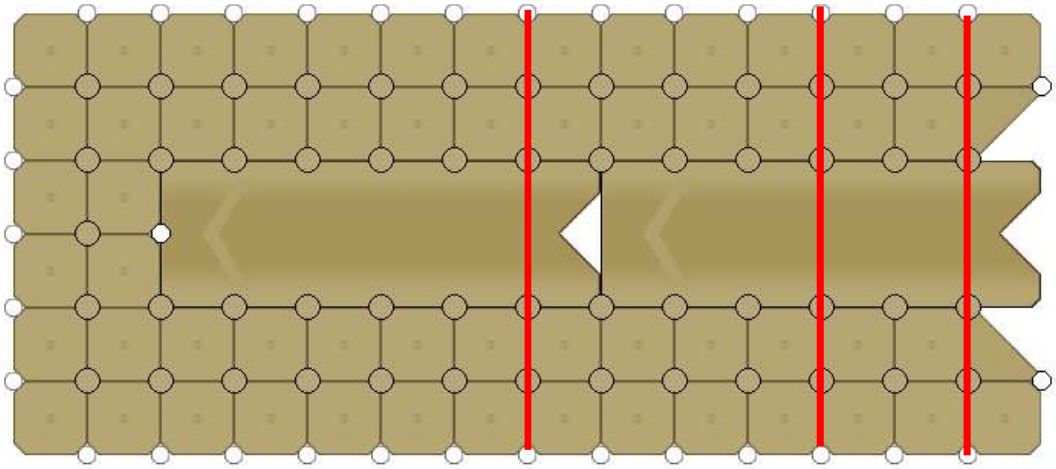
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	-	-
4,5m - 5m	**14,5' - 16,5'**	565 - 1136 kg	1250 - 2500 lbs	-	-	1	-	2



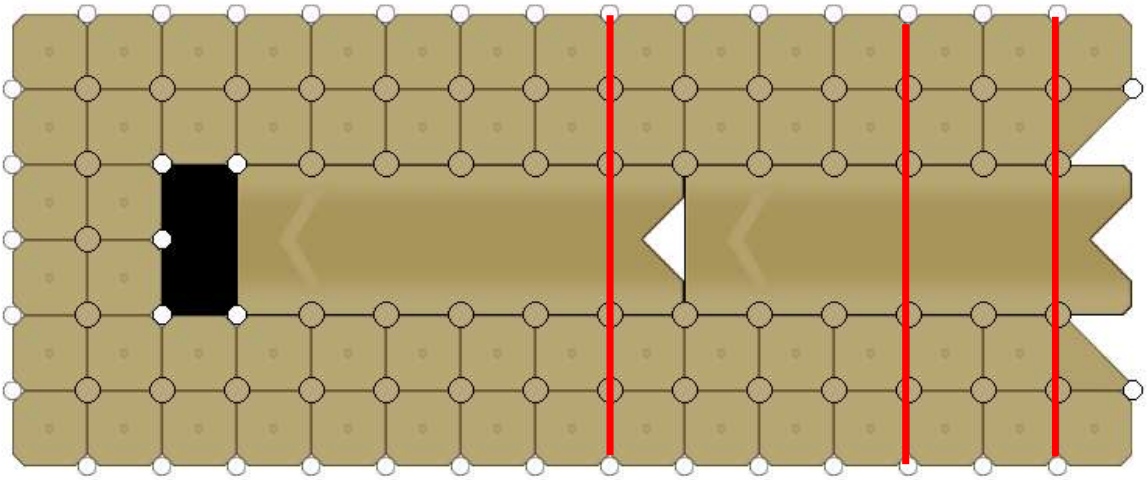
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	-	-
4,5m - 5m	**14,5' - 16,5'**	910 - 1360 kg	2000 - 3000 lbs	-	-	1	-	3



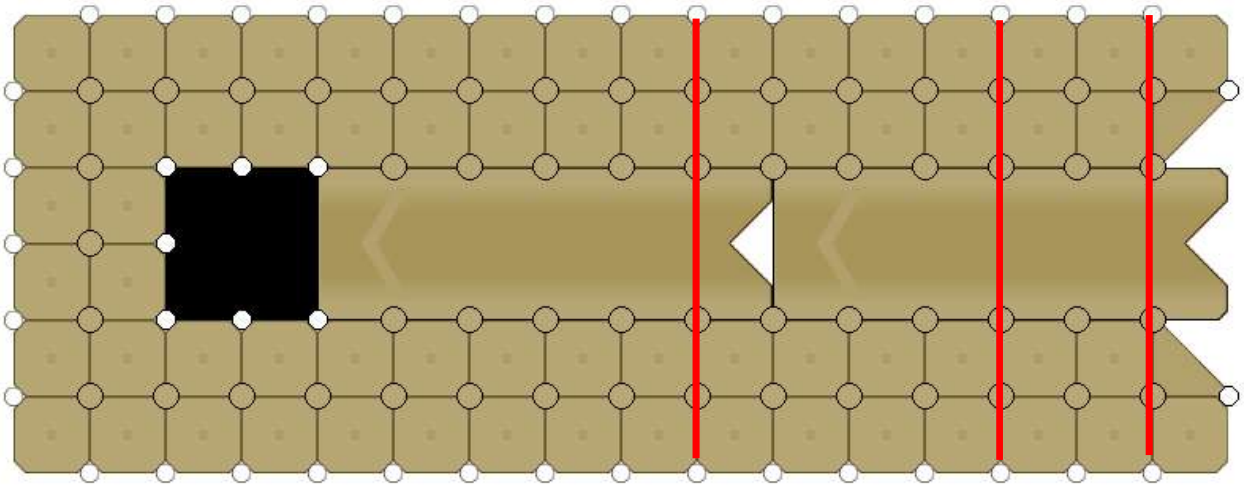
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
5m - 6,5m	**16,5' - 21'**	910 - 1360 kg	2000 - 3000 lbs	-	-	-	1	3



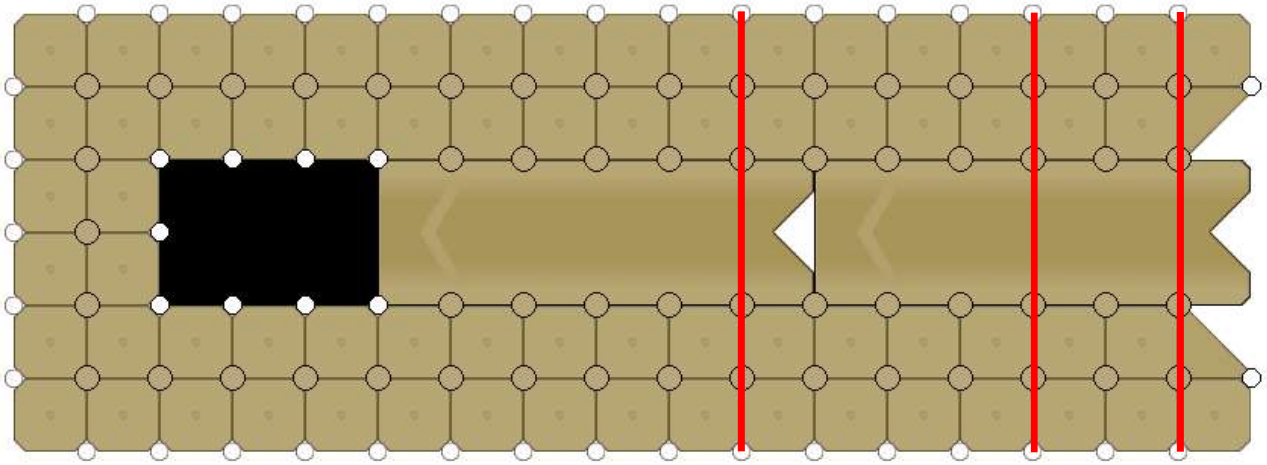
VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
6,5m - 7m	**21' - 22,5'**	910 - 1360 kg	2000 - 3000 lbs	1	-	-	1	3



VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
7m - 7,5m	**22,5' - 24'**	910 - 1360 kg	2000 - 3000 lbs	-	1	-	1	3



VESSEL LENGHT		VESSEL WET WEIGHT		EXTENSION PLATE	EXTENSION PLATE	EXTENSION PLATE	V-PLATE	STIFFENING BEAM 6 CUBES
METRIC (M)	IMPERIAL (FT)	METRIC	IMPERIAL	1 CUBE	2 CUBES	3 CUBES	_	_
7,5m - 8m	**24' - 25,5'**	910 - 1360 kg	2000 - 3000 lbs	-	-	1	1	3



SEADOO SWITCH JETSLIDE SYSTEM CONFIGURATION GUIDELINES

The following section is also essential for Candock. **Indeed, configuring a JetSlide system for the SeaDoo Switch is of the utmost importance to ensure its durability and optimal performance.** Following the recommendations and guidelines below is crucial to ensuring that your product functions as intended.

The configurations below may need to be adjusted on a case-by-case basis. Please contact a Candock representative to help you determine a valid and approved configuration for your watercraft.

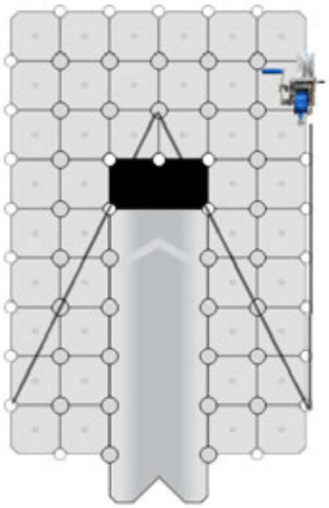
IMPORTANT NOTICE

- The JetSlide system for the SeaDoo Switch is designed to accommodate a boat weighing up to a maximum of 3,000 lb, including the hull, engine, fuel, and onboard equipment.

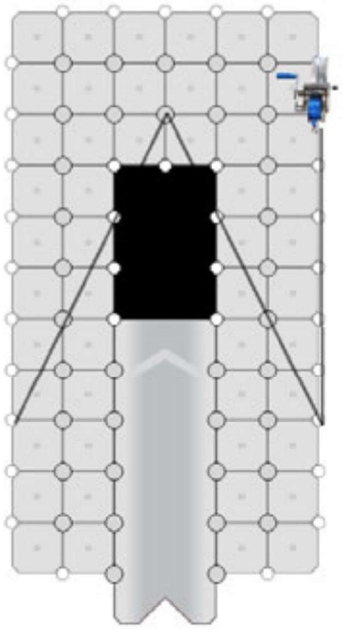
- The SeaDoo Switch is a relatively new boat and is still evolving. Future models may no longer meet the requirements described above. If this is the case, please check with a Candock representative to confirm whether this system is compatible with your watercraft.

DRIVE-ON SYSTEM FOR SEADOO SWITCH

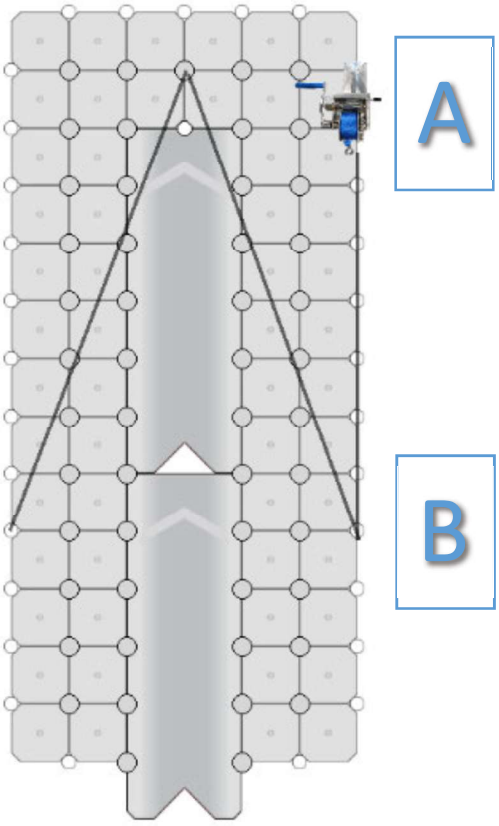
CONFIGURATION SWITCH 13’



CONFIGURATION SWITCH 18’



CONFIGURATION SWITCH 21’



IMPORTANT NOTICE

- For the 13' and 18' Switch configurations, the basic winch set (galvanized or stainless steel) that includes a 19 ft rope is sufficient for launching the boat. For the 21' Switch configuration, a 24 ft rope (CFF-000319) must be ordered separately to allow for the boat to be launched.

- The distance between the winch (A) and the pulley (B) should be a minimum of 6 cubes to allow sufficient travel (winch strap) for launching the boat.

ASSEMBLY PROCEDURE

BEFORE INSTALLATION

1-Assemble on a flat surface rather than in water.

2-Assemble the cubes around the JETSLIDE. If you attach it to an existing Candock dock, make sure the plugs are in the same direction as the dock. If your Switch drive-on is a standalone unit, the cube vent caps should be facing the front of the system.

3-The assembly procedure is very similar to the boat JETSLIDE system, except for a few important details mentioned below.

PROCEDURE:

1-Prepare the necessary SPACERS on each side of the JETSLIDE before manually inserting the CONNECTING PINS. The configuration of the tabs will create a void in the assembly; Depending on the orientation of the cubes used in the assembly, insert the SPACERS into the opening of the missing tabs.

1.1-Usually, the JETSLIDE is raised from the cubes by a few centimeters. In the case of the SeaDoo Switch system, the goal is to have the JETSLIDE(S) at the same height as the cubes. To achieve this, we add 2 additional SPACERS directly on each tab of the JETSLIDE before adding the cubes. These SPACERS will be considered as tabs 0 and -1.

1.2-Since the addition of these 2 additional SPACERS creates an out-of-standard thickness, the use of CONNECTING PIN LONG VERSION is required along the entire perimeter of the JETSLIDE(S). The additional threads of these long CONNECTING PINS allow for a better grip in the tabs of the JETSLIDE, ensuring a solid assembly.

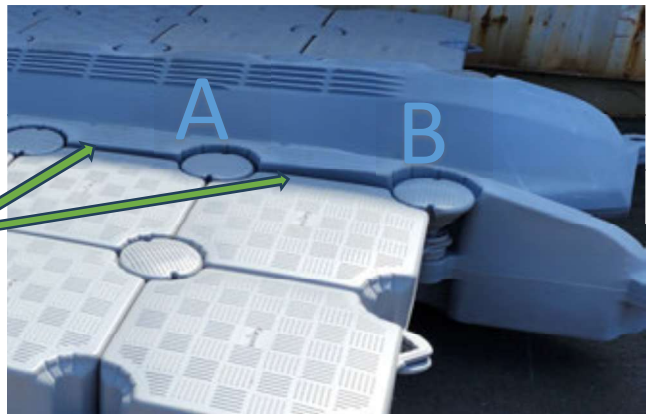
2- Manually insert the CONNECTING PINS to engage the threads.

3-When the CONNECTING PINS are engaged, proceed with the MANUAL KEY or the KEY FOR DRILL for G2 pins. At the end of the process, we suggest that you manually tighten the CONNECTING PINS with the MANUAL KEY to better feel the force needed so that you don't overtighten.

5-At the entrance to the Switch system, it is important to create a slight slope to prevent the Switch's outer pontoons from coming into contact with the cubes. To achieve this, we will gradually reduce the number of additional SPACERS (point 1.1) between the cubes and the JETSLIDE.

We're only going to add 1 SPACER to Section A, and none to Section B.

In this way, a gentle slope will be created once the system is in the water.



6-When all the CUBES are secured around the JETSLIDE, install BOLTS FOR CUBES and WHITE NUTS all around the perimeter of the SeaDoo Switch system. Be sure to include any SPACERS that may be needed if the tab configuration creates a gap in the assembly.

BOAT JETSLIDE SYSTEM ANCHORING GUIDELINES FOR BOATS AND SEADOO SWITCH

The following configurations are showcased to help determine the best scenario for each situation. The number of factors influencing the exact suggested layout is numerous, so the following proposed layouts must not be taken integrally. Modifications and altering of these are highly probable. Please contact a Candock representative to gather clarification and validation on the below configurations.

The below section is segmented as per our anchoring accessories/techniques categories. Note that combinations of multiple techniques may apply, and some alterations of the below accessories/techniques may also be involved in the process. The below list aims at covering as many of the possible scenarios. If the Jetslide system is secured against another floating or fixed structure (another Candock system, a regular floating dock, a fixed dock, or seawall), this “other” structure must be adequately anchored or fixed in place for it to withstand the torque that the addition of the Jetslide system will apply.

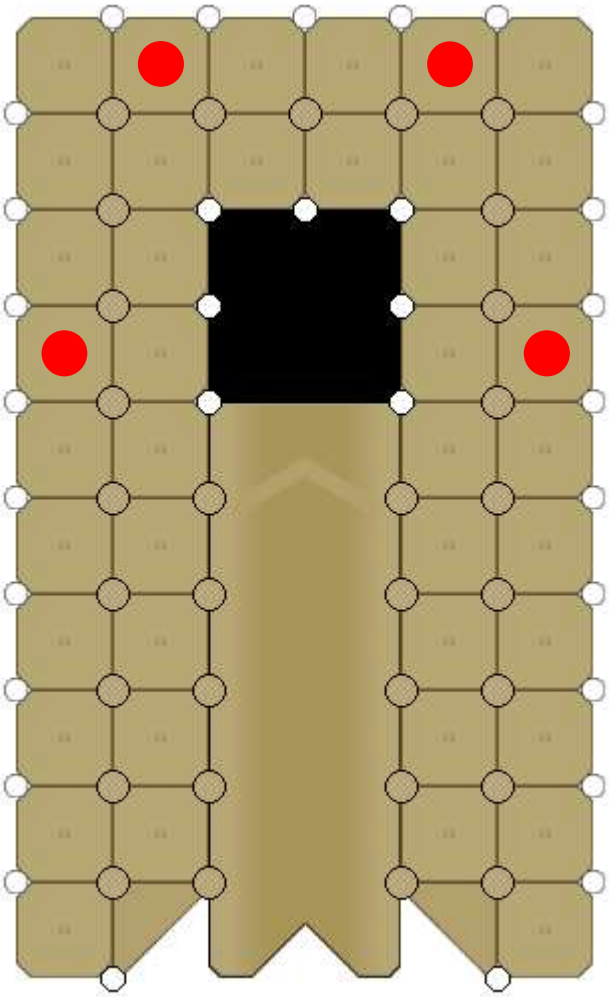
It is also probable that in the event of a regular “POST CUBE AND PILES” anchoring technique, additional accessories may be required to secure the piles' upper section onto another fixed structure. In this case, the POST CUBES location may be changed to accommodate the needed bracket and hardware. Additionally, the POST CUBES may also be substituted with our HDPE PILE GUIDE FOR 2 7/8 ‘’ STEEL PILE if the situation allows.

IMPORTANT NOTICES

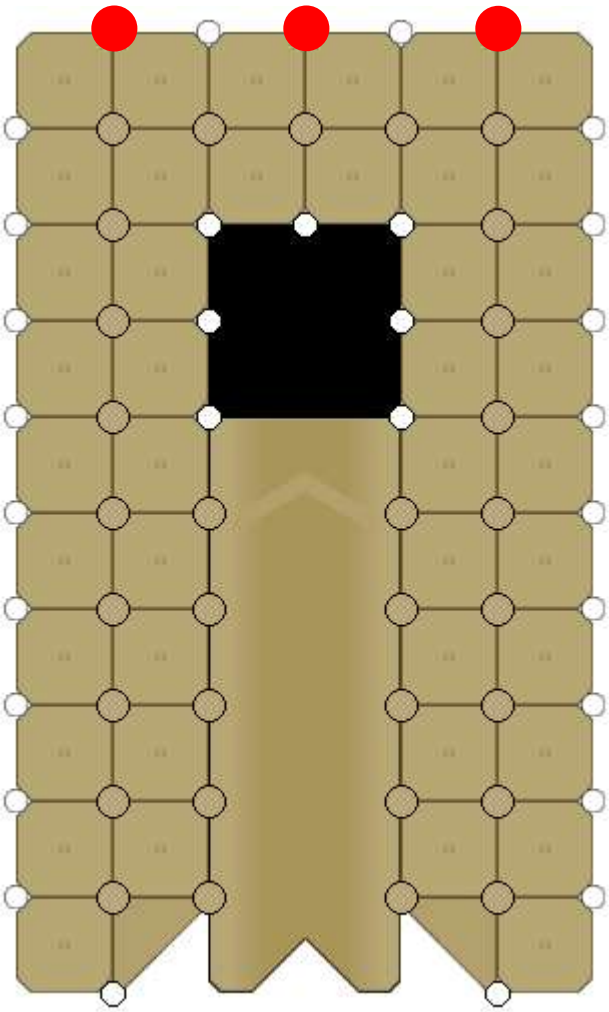
-Symmetry is imperative. Anchoring components should be included on both sides of the system.

One of the main objectives is to prevent left/right and back/forth movements while allowing up/down movement with water fluctuations and the system's needed leeway to sink during berthing and un-berthing maneuvers.

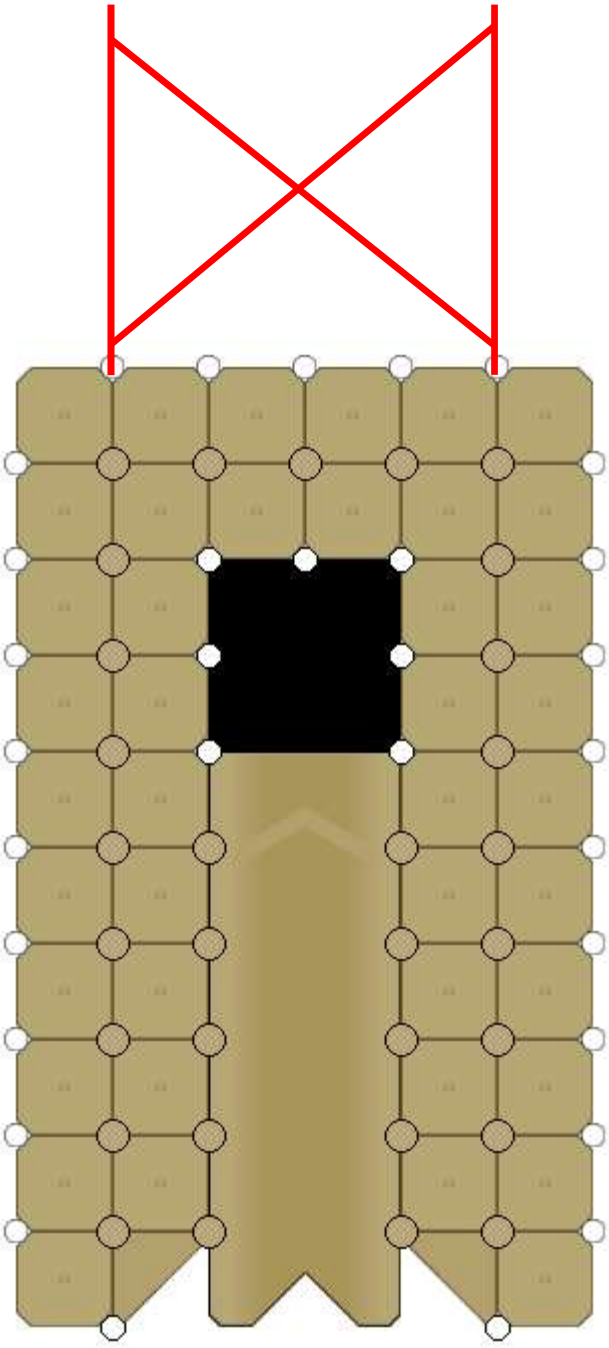
1 – POST CUBE AND PILINGS



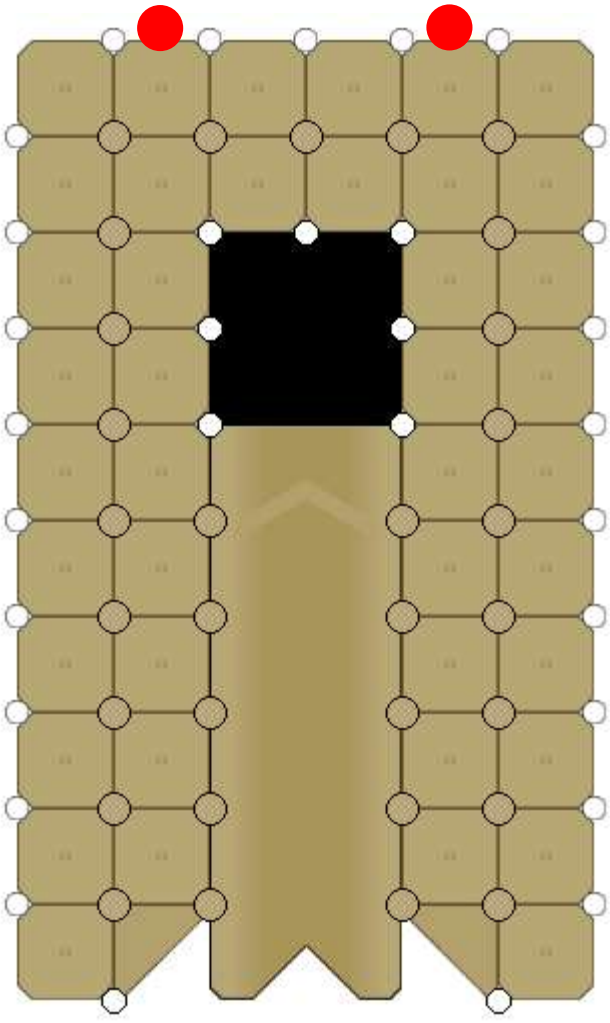
2 – WALL ANCHORAGES



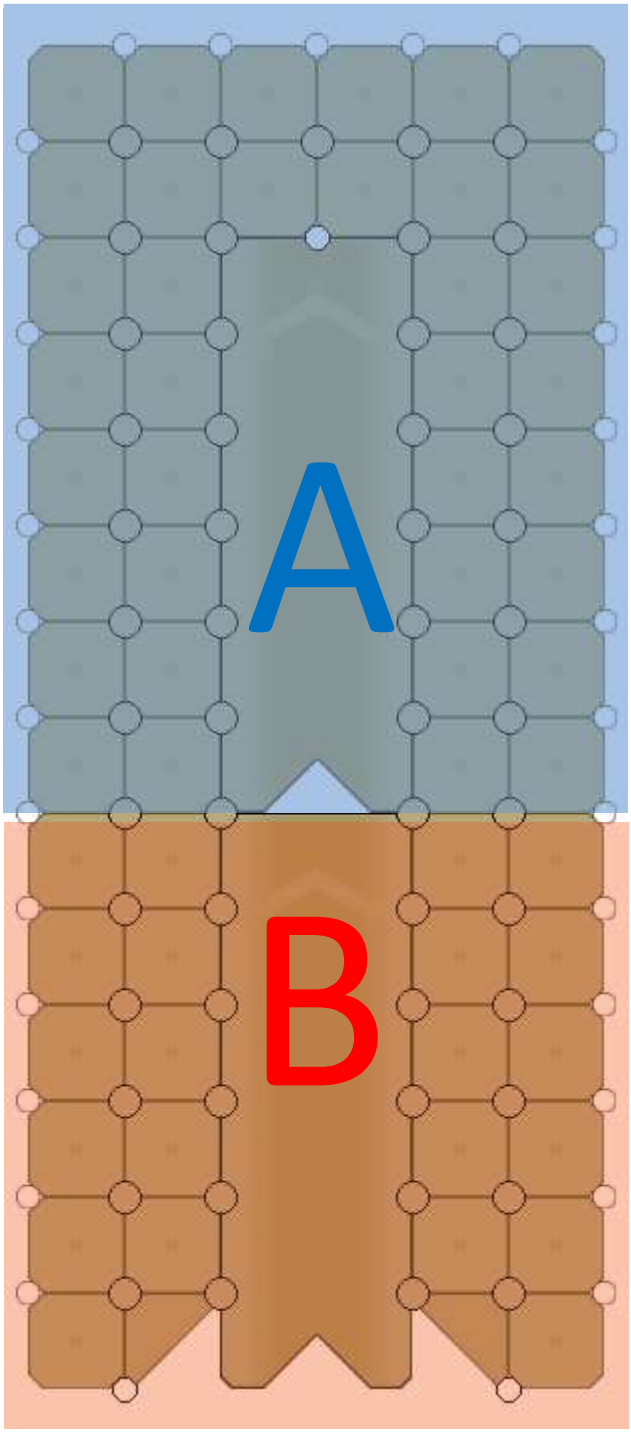
3 – ANCHORING STRUTS



4 – SLIDING H-BEAM



DUAL JETSLIDE SYSTEM FOR BOAT (2 JETSLIDES) – ANCHORING GUIDELINES



IMPORTANT PRINCIPLES

1-If the boat is longer than 16.5 ft, a combination of anchoring products is required.

2-If the boat is heavier than 2000 lbs., a combination of anchoring products is required.

3-The heavier the boat is, the stronger/heavier the rear anchor points need to be.

4-Anchoring items featured in zone **A** should always consist of either piles, wall anchors, anchoring struts, or H-beam sliding anchors.

5-Anchoring items featured in zone **B** should always consist of either underwater anchoring points or ropes and cleats against another fixed or floating structure.

6-If placed on the side of the system, make sure the “rear” ropes allow vertical movement when the boat is going up and down the JETSLIDE.

7-A Minimum of **4 ANCHOR POINTS** should be always considered.

8-If using underwater anchor points, ask your dealer for recommended weights, types of anchors, anchor lines, and line attachment accessories.

A FEW EXAMPLES

⊙ JETROLL DRY-DOCK SYSTEM

JETROLL SYSTEM BASIC CONCEPTS

The JETROLL dry-dock system is a single-piece unit that is specially designed to accommodate PWC's.

Consisted of a single piece of medium density polyethylene, with 100% of its interior filled with expanded polystyrene, the JETROLL is virtually unsinkable. In opposition with the JETSLIDE, the JETROLL is equipped with 12 nylon wheels on stainless steel shafts, allowing for even easier berthing and unberthing maneuvers. Furthermore, as it requires virtually no assembly, it offers advantages that are not to be neglected.

Depending on the environment and the PWC, Candock will determine the proper anchoring layout.

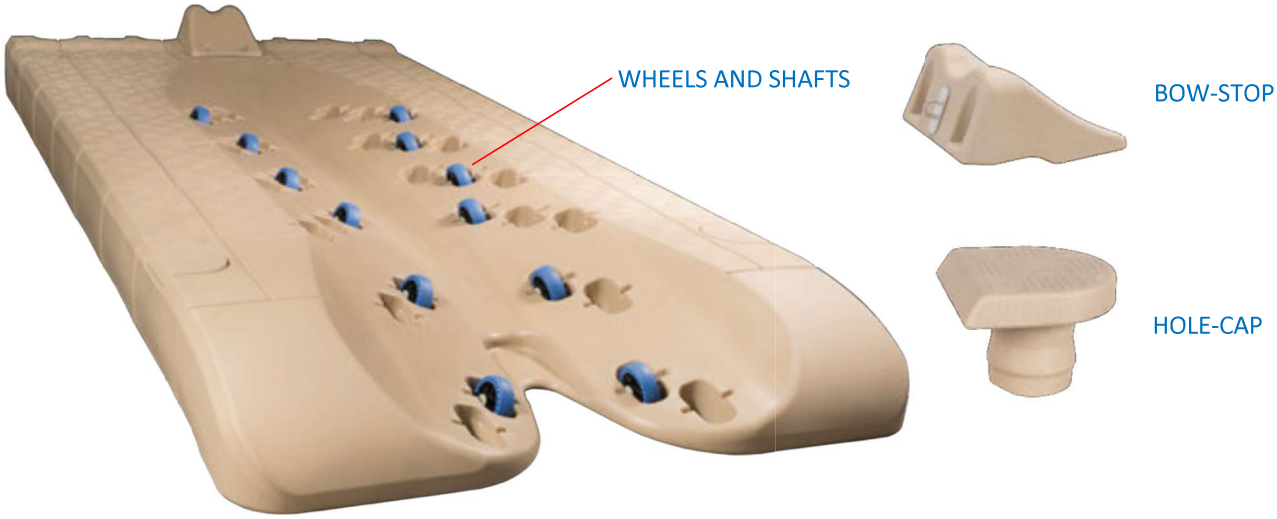
There are some basic yet, essential rules and premises to ensure a functional system:

1- CANDOCK'S PROPOSED ANCHORING CONFIGURATION SHOULDN'T BE ALTERED IN ANY WAYS.

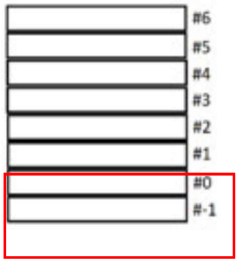
2- USERS MUST MASTER MANEUVERS IMPLIED WITH SUCH A SYSTEM.

3-CANDOCK IS NOT LIABLE FOR ANY DAMAGES RESULTING OF THE NON-COMPLIANCE OF THE FOLLOWING GUIDELINES.

JETROLL (BOW-STOP, HOLE CAPS, AND WHEELS)



TAB POSITIONS



SPECIFICATIONS

Material/Composition: Medium-density polyethylene resin – Roto-molded
Available colors: Beige and Grey
Dimensions: L x W: 386 cm (152”) x 193 cm (76”) H: 30.5cm (12”)
Weight: 159 kg (350 lbs.)
Needed tools: G2 key for pin, Key for nut, rubber mallet, 7/32’’ Halen key

YouTube

SKU NUMBERS

JETROLL BASIC KIT BEIGE: C02-000013
JETROLL BASIC KIT GREY: C02-000014
BOW-STOP BEIGE: C02-000008
BOW-STOP GREY: C02-000009
HOLE CAP BEIGE: C02-000010
HOLE CAP GREY: C02-000011
WHEELS KIT: C02-000012

TERMINOLOGY

JETROLL TABS: (4x) prominent threaded openings that are on the front of the JETROLL; which are located under tab “0” and under “-2”. The 2 outside tabs are the lowest (under “-2”), and the 2 center ones are the highest (under “0”). This particularity allows for our EDGE cubes to be merged at the front of the JETROLL. As opposed to our regular CUBE coupling system, which requires the addition of a SLIDING NUT at the bottom of a connection point so that the CONNECTING PIN can have traction in the threads, the JETROLL also has its threads inside the tabs.

PLUGS: These watertight plugs are always found in the front part of the JETROLL. These plugs, made of a breathable material, act as pressure release valves preventing JETROLL’s deformation due to temperature changes and pressure variations. Furthermore, these plugs prevent any condensation inside the JETROLL.

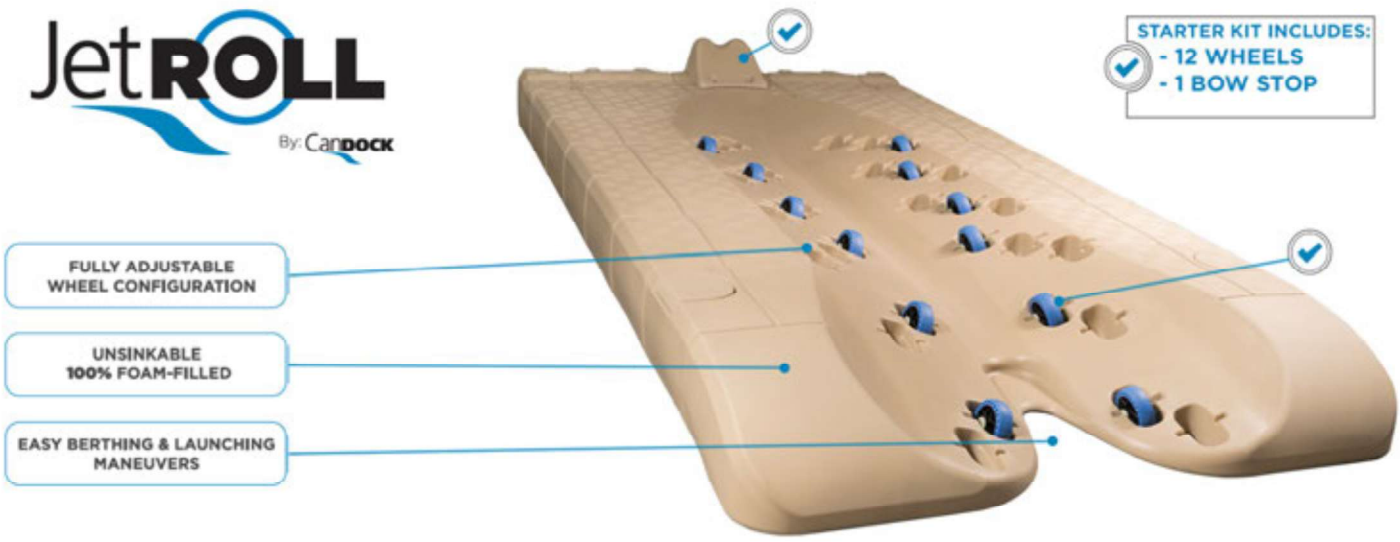
WHEELS & PLASTIC WASHERS: (12x) plastic and polyurethane wheels and (24x) nylon washers that can be positioned in numerous configurations to ensure an optimal fit with any PWC on the market. Include (1x) small nylon washer on each side of each wheel for a total of (24x) for each JetRoll. The configuration shown in the image below is a suggestion. We recommend that you start with this one and adjust it as required. Make sure that the watercraft rests correctly on the wheels when driving on, and that the wheels turn freely during operation. Suggested starting configuration: 1-1-1-2-2 3

SHAFTS: (12x) stainless shafts that allow for smooth rolling motion of the wheels.

BOW-STOP: Molded plastic piece positioned at the front of the JETROLL to help prevent the PWC from exceeding the front of the system during berthing maneuvers.

HOLE CAP: A molded plastic piece that can be “snapped-on” into the circular openings on the 4 corners of the JETROLL. Depending on the adequate anchoring layout and accessories, these are to be inserted in the remaining openings to prevent a trip hazard.

OVERVIEW



ASSEMBLY PROCEDURE

PRIOR TO INSTALLATION

1-Assemble on a flat surface rather than on the water.

PROCEDURE:

1-Prepare the needed parts around your JETROLL (2 HOLE CAPS, 1 BOW-STOP, and 12 WHEELS AND SHAFTS).

2-Determine the location of the 12 wheels. Ideally, Candock suggests using the featured pre-set (above image). The goal is to create a lower area to create a cradle for the machine to rest in the system's middle. Especially after/during berthing maneuvers, this lower-center geometry is to prevent the PWC from rolling back in the water by itself.

3-Using the rubber mallet, hammer down on the wheel and shaft assembly with a single stroke motion, directly on the wheel.

4-Secure the BOW-STOP using the provided hardware. Brass inserts are already casted in the plastic of the unit.

5- If needed, using the rubber mallet, hammer down HOLE-CAPS in the proper locations.

OPERATING A WATER-CRAFT WITH THE JETROLL

IMPORTANT NOTICE

The water depth at the back of the JETROLL must be at least 1m (3.3’) to avoid potential damage to the PWC turbine.

GOING UP THE SYSTEM

Approach the JETROLL at idle, keeping the craft straight and centered with the JETROLL. When the craft's bow is in contact with the JETROLL, give small throttle strokes to make the craft align with the JETROLL. When the craft is in line with the JETROLL, throttle in slowly. After a few tries, you will develop a feel of how much throttle you must use to reach the final position on the JETROLL.

NOTE: It is recommended to secure the craft to the BOW-STOP’s eyelet to prevent the PWC from rolling back into the water accidentally.

GOING DOWN THE SYSTEM

To go back into the water, initiate the procedure by pushing the PWC backward of 30-60cm (1’ to 2’) to bring the machine's weight towards the back of the system. Then, stand up at the back of your PWC, grab the seat's handle, and transfer your weight backward. The easiest way to push the PWC backward is to grab the PWC's nose in one hand and the handle with the other and then push gently. Be vigilant because, at some point, your PWC will want to go down by itself. At this point, you will have to promptly get on the machine if you do not want your watercraft in the water without you.

WARNINGS & SPECIAL INSTRUCTIONS

1- For all JETROLL systems, the surrounding environments must not be subjected to waves of more than 60cm (24’’). We recommend installing a JETROLL system in a protected area.

2-Surfaces can be slippery when the system is wet.

3-All PWC’s must be brought entirely to the front of the JETSLIDE at all times.

LINK-KITS

SPECIFICATIONS

Material/Composition: HDPE and SS 316 L
Available colors: Beige and Grey
Needed tools: 15/16'' ratchet socket and wrench
***The hardware of this product is made of stainless steel and brass. If you are installing this product in a salty environment, or if there is a risk of corrosion, replace brass components with stainless steel ones. Don't forget to apply anti-seize grease to the nuts.*

SKU NUMBERS

LINK KIT BEIGE: C02-000024
LINK KIT GREY: C02-000025

TERMINOLOGY

UPPER LINK: Rotomolded plastic piece that fills the voids of the piling openings on the JETROLLS.

THREADED ROD AND HARDWARE: SS 316 and brass hardware to link the upper and lower link parts together.

LOWER LINK: HDPE plate fitted underneath the Jetroll allows for a complete assembly of the LINK KIT.

OVERVIEW

The addition of LINK KITS between multiple JETROLLS may be suggested or mandatory depending on the environment and conditions the systems are to be installed in. Please refer to your Candock distributor to know if LINK KITS should be included on your system. The addition of LINK KITS provides a stiffer assembly and prevents the JETROLLS from moving/sinking independently.

ASSEMBLY PROCEDURE

PRIOR TO INSTALLATION

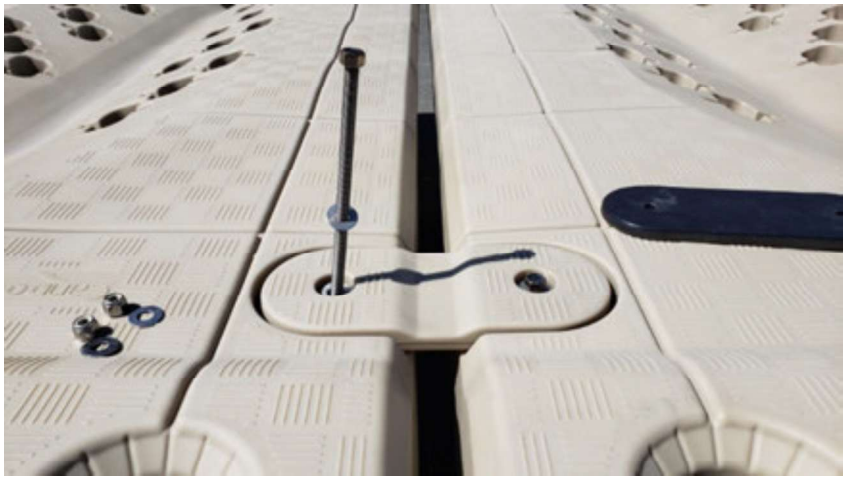
Position the JETROLLS in the water at their final location before installing the LINK KITS

One person should be standing on the JETROLLS with one tool, and the other person should be in the water with the other tool to hold the “bottom” hardware.

PROCEDURE:

1-Position the upper and lower links onto the JETROLL connection point.

2-Insert threaded rods with washers from the top.



3-Place and hold the lower link underneath the JETROLLS

3-Insert the lower hardware and hold it in place while the person on the JETROLLS screws the threaded rod in place.

CONNECTING PINS LONG TYPE

SPECIFICATIONS

Material/Composition: High-density polyethylene
Available colors: Beige and Grey
Dimensions: L :26.6cm x W: 17.2 cm (6.88”) / Shaft diameter : 4.547 cm (1.819”)
Weight: 377g
Needed tools: G2 key for pin

SKU NUMBERS

CONNECTING PIN LONG TYPE BEIGE: C02-000002
CONNECTING PIN LONG TYPE GREY: C02-000004

TERMINOLOGY

HEAD: Upper part of the CONNECTING PINS designed with a flat and anti-skid surface.

NOTCH: Manufactured recess in the pin’s head that allows the tool to insert the key for screwing and unscrewing.

SHAFT: The male part of our coupling system, the extended threaded shaft, is inserted in the JETROLL’s front tabs.

ASSEMBLY PROCEDURE

1-Initiate the rotating process by hand.

2-When the CONNECTING PIN has access to the JETROLL’s tab threads, proceed by screwing manually or mechanically with the proper tools.

3-Make sure to securely tighten the CONNECTING PINS until snug, without over-tightening them.

TIPS

1-When initially inserting the CONNECTING PINS in place, you might want to firmly “tap” the pin in place. Ensure a firm “initial” grip of the shaft threads into the tabs. This “tap” helps you get the pin through the cube’s tabs resting on top of the JETROLL’s tabs.

2-Once the assembly process is completed, align the NOTCHES of the CONNECTING PINS using the manual key. This simple operation allows to quickly locate any CONNECTING PINS which could have unscrewed over time.

3-Always proceed with caution if using a power drill to fasten the CONNECTING PINS; the drill can tend to “kick”. Use protective footwear. If using a power drill to unscrew pins, always loosen-up the pins manually before using the drill.

4- Never use an ‘’impact tool’’ to fasten the connecting pins as you will most likely damage the connecting pins as well as the assembly key for drill.

PWC JETROLL SYSTEM CONFIGURATION GUIDELINES

The following section is also essential to Candock. **The configuration of a PWC JetRoll system is of the utmost importance to ensure its optimal durability and performance.** Following the below recommendations and guidelines is vital for your product to perform as we intend.

There are several sizes and models of PWCs, so the below configurations may have to be modified on a case-by-case basis. Please contact a Candock representative in the event you wish to alter the below configurations.

IMPORTANT NOTIONS

-Always keep the rear (entry point) of the JETROLL free for it to sink freely when the PWC is climbing onto the system.

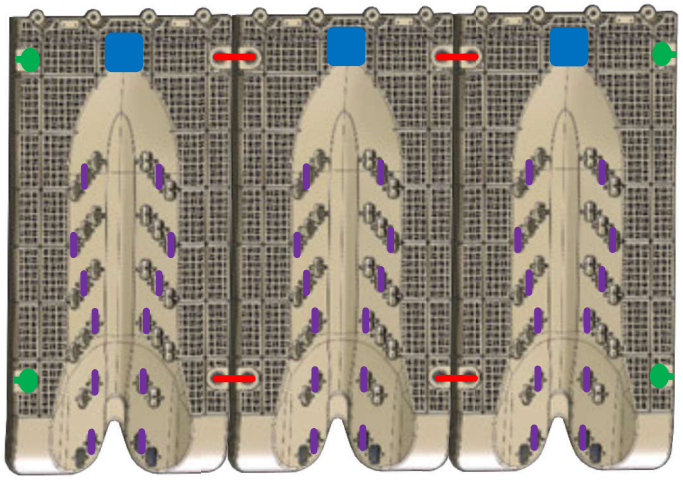
-For multiple units assembled, LINK KITS may or may not be suggested. The overall exposure and application influence the inclusion or exclusion of LINK KITS. Always refer to your Candock representative for guidance.

-Upon completion of an installation, HOLE CAPS or LINK KITS are mandatory in all 4 pile openings of the JETROLL(s) to ensure a safe and “trip-hazard-free” environment.

-BOW STOPS are mandatory on all JETROLL installations

-The inclusion of 12 wheels is mandatory on all JETROLL installations

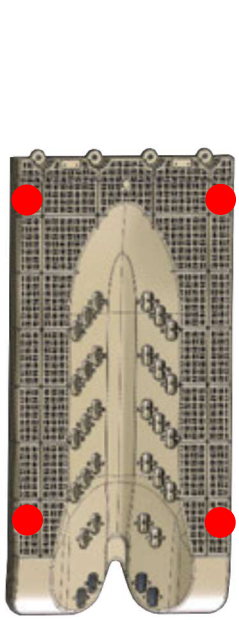
-The ideal wheel configuration may vary depending on the hull’s shape and machine size.



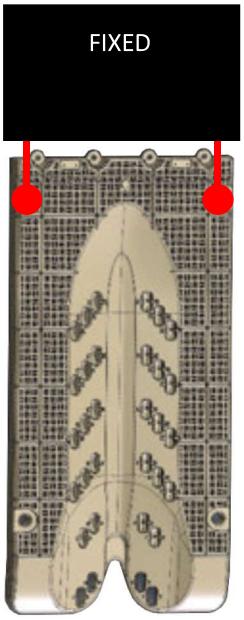
PWC JETROLL SYSTEM ANCHORING GUIDELINES

The following configurations are showcased to help determine the best scenario for each situation. There are several factors that influence the exact suggested layout. The following proposed layouts must not be taken integrally. Modifications and altering of these are highly probable. Please contact a Candock representative to gather clarification and validation on the below configurations.

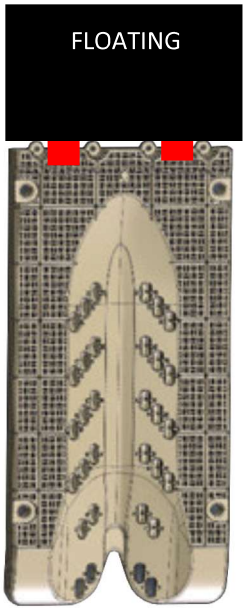
The below section is segmented as per our anchoring accessories/techniques categories. Note that combinations of multiple techniques may or may not apply, and some alterations of the below accessories/techniques may also be involved in the process. The below list aims at covering as many of the possible scenarios. If the JetRoll system is secured against another floating or fixed structure (another Candock system, a regular floating dock, a fixed dock, or seawall), this "other" structure must be adequately anchored or fixed in place to withstand the torque that the addition of the JetRoll will apply.



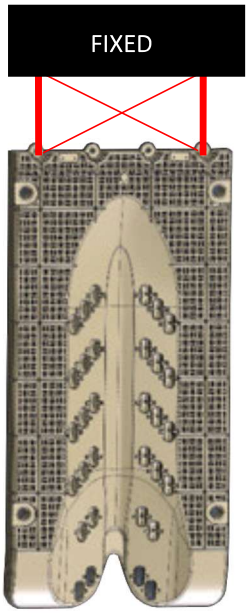
STAND ALONE ANCHORING WITH **PILES & PVC SLEEVES**



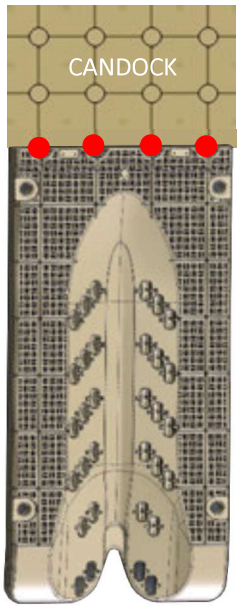
ANCHORING WITH **2 7/8" STEEL PILES + PVC SLEEVES AND UPPER PILE SECTION FASTENING ACCESSORIES**



ANCHORING WITH **SWIVEL ANCHOR CHANNELS**



ANCHORING WITH **ANCHORING STRUTS (LENGTH 5' MAX)**



CONNECTED TO A CANDOCK WITH **(4X) EXTENDED CONNECTING PINS + (12x) SPACERS**