

The NRS logo is rendered in a bold, white, sans-serif typeface. The letters are thick and closely spaced, with a slight italicization. The 'N' and 'R' are particularly prominent, with the 'R' having a distinctive, rounded terminal. The logo is centered horizontally in the upper half of the page.

NRS

OWNER'S MANUAL

Freestone Drifter

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INTRODUCTION

Congratulations on choosing an NRS inflatable drift boat for your on-the-water adventures. This revolutionary fishing boat combines the time-tested design of a drift boat with the rugged utility of a raft. It comes set up for the rower and two fishermen.

The Drifter is self-bailing as long as the payload is kept below approximately 900 to 1,000 pounds. Although oar length and type are a matter of personal preference, you'll want at least 9' - 9½' oars. We've included a pair of Cobra Oarlocks, a fisherman's favorite.

Your Drifter will provide you with many years of great experiences and fun. In this manual, we'll give you information and tips to help you protect your investment.

INFLATION

The drop-stitch technology used in this unique design utilizes tens of thousands of strong threads that join the inner and outer materials. This allows for a recommended 8-9 psi air pressure, which creates a rigid hull that gives the performance of a composite or aluminum boat. For ease and convenience, we recommend you use some type of high-volume pump, either hand or electric, to add the initial air volume. We've included a high-pressure hand pump to use for final top-off inflation and to take along with you on the water.

To properly inflate the Drifter, the top-quality Leaffield C7 valve needs to be in the closed position. Push the valve stem in and turn it clockwise so that the stem pops up, sealing the valve. Inflate the floor first, to full pressure. Frame assembly is easier when you inflate the side walls until they are fully formed, but still soft. After the frame is installed, bring the side walls up to 8-9 psi air pressure.

As the outside air temperature and altitude change, the air pressure inside your boat will also change. You may need to make adjustments to the pressure in the chambers throughout the day. Transporting the Drifter inflated on a hot day or when gaining altitude can lead to overinflation. Cold air and water temperatures will reduce the air pressure inside the hull. Always bring a hand pump along to top-off the chambers when they need it. Later in the day, as the air temperature outside warms up, the pressure inside will increase. Check the air pressure periodically and adjust accordingly.

The drop-stitch construction allows the Drifter to be inflated to substantially higher pressures than we recommend. However, overinflation puts strain on the seams and can shorten the life of your boat. Overinflation can also increase the danger of explosive decompression should it strike an object with force. The NRS warranty (see page 6) does not cover damage caused by explosive decompression.

When deflating a chamber, simply push the valve stem in and turn it counterclockwise to lock it open. It's best to close the valves when transporting the deflated boat uncovered in wet conditions in order to keep moisture out of the chambers.

FRAME

Your Drifter's frame is as innovative as the hull. In the center section, our patented LoPro™ system lets you move and adjust the foot bar and oar mounts.

We've included an assembly DVD and printed instructions. First, watch the DVD to familiarize yourself with the work flow. Then, grab a buddy and put your Drifter together. Be sure to read and closely follow the printed instructions; they contain detailed descriptions and assembly tips not covered in the DVD.

If you're rolling your Drifter up for transport or storage, it's easy to take the frame out in three sections. First, remove the dry box, then loosen the four U-bolts from the side rail ends, and lift out the center section. You can remove the front and rear casting platform section by opening the ClampIT Frame Attachments securing them.

VALVES

Leaffield C7 Valves

To open the valve, first unscrew the valve cap, then press down on the spring-loaded valve stem and turn it counterclockwise. The valve stem will now be locked in the open position, allowing air to move freely in and out through the valve. To close the valve, push down on the valve stem and turn clockwise. The stem will pop back up, sealing the valve shut. In the closed position, you can still pump air into the chamber, but when you remove the pump, the valve will not allow air to escape. When you're finished, screw the plastic valve cap back on to keep water and dirt out of the inner valve.

Cleaning the Leaffield C7 Valve

If the inner parts of your valve become dirty, the rubber seal may not seal fully against the valve body, thus allowing air to escape. You can clean the inner valve parts to restore the airtight seal. Your repair kit contains a flat aluminum valve wrench that you can use to remove the valve from the boat. Threads are: clockwise to tighten, counterclockwise to loosen. It's easier to loosen the valve with the chamber inflated. The outer half of the valve unscrews from the inner half. When you remove the outer half of the valve, take care not to lose the inner half inside the chamber. With the outer half in your hand, push down and turn the valve stem counterclockwise. This lifts the rubber seal off the valve base. Use a cotton swab, or something similar, to remove any dirt and grime that has built up on the rubber seal. Hand-tighten the outer valve piece back into the valve base. Inflate the chamber fully, and then use the valve wrench to completely tighten the valve. Make sure none of the drop-stitch threads interfere with sealing the inner and outer valve pieces.

MAINTENANCE AND CLEANING

Proper care and maintenance will improve your Drifter's appearance and longevity. Clean and inspect the boat after each use. We recommend you coat your boat with 303 Aerospace Protectant (available through NRS or your local dealer) every few months during the season, and before long-term storage, to protect against UV damage and degradation.

Take care to keep moisture from getting inside the air chambers. Water can enter the chambers during in-the-field repairs or if the valves are left open during wet weather. If you find that moisture and mildew have accumulated in your boat's air chambers, the chambers must be aired out. Remove the valve of the affected chamber and pour out any liquid water. Run the hose of an electric air pump or vacuum cleaner exhaust through the valve hole. Turn the unit on and allow the air to circulate into the chamber and out through the valve hole for several hours until all the moisture is gone.



HULL REPAIR

Your patch kit contains PVC boat material and Clifton Urethane Adhesive. You'll also need some type of cleaning solvent. PVC Cleaner (methyl ethyl ketone or MEK) is recommended; however, acetone or alcohol can be substituted. Adhesive and solvent have some toxic ingredients. Work in a well-ventilated area. Wear gloves and minimize breathing vapors.

Measure and cut a patch to cover the area that requires repair. The patch should be larger than the repair area, extending an extra 2" or so past the edge of the tear or abrasion. Rounded patch corners are less likely to catch and lift up. Lay the patch over the area to be repaired and trace the outline onto the boat material. Use the solvent to clean the surfaces, to remove any grease or oils and to prep the surfaces for best glue adhesion. Be sure to push any exposed drop-stitch threads back inside the hull, so they don't interfere with the repair.

Do the repair out of direct sunlight when possible. Doing repairs when the humidity is over 70% may result in poor adhesion. Apply a thin, even coat of adhesive to both the back of the patch and the repair area on the boat. Wait 3 to 5 minutes, and then apply another thin coat. Before bonding the patch to the boat, wait another 3 to 5 minutes to allow solvent vapors to evaporate. Make sure the edges of a tear are in close contact. This is a contact adhesive, so once the surfaces touch you'll have difficulty separating them.

Carefully align the patch and press both surfaces together in a rolling motion. Apply pressure to the entire glued surface using the roller. Vigorously roll over the patch in multiple directions, working from the inside to the outside of the patch. This step is very important because it forces air bubbles out and helps the two surfaces bond. Use a lint-free towel and MEK to wipe up excess glue.


Allow the repair to cure for as long as possible. In an emergency, you could inflate the boat after only an hour or so, but this will put stress on the patch, possibly requiring the repair to be re-done later. If you must inflate the boat quickly after the repair, limit the air pressure in the patched chamber. Ideally, you should allow the glue to cure for 8-12 hours, and full cure can take up to 24 hours, depending on conditions.

We've included strips of Tear-Aid Type B Patch material in your repair kit. It provides a quick field-repair option. Clean the area with the included alcohol wipes, press the Tear-Aid on and use the roller to assure good adhesion. Limit the air pressure in the affected chamber. Type B is at approximately 50% adhesion strength when applied and takes 24 hours to reach full strength.

Many difficult repairs are best performed by a professional repair center. Please call or email NRS Customer Service for more information about repair centers in your area. Our phone number is 800.635.5202, and our email address is service@nrs.com. You can also see a list of authorized NRS repair facilities on our website at www.nrs.com.

TRANSPORT

If you are transporting your boat inflated, remember to slightly deflate the chambers. Temperature and altitude changes affect the air pressure in the boat, especially in direct



sunlight. Whether transporting your boat inflated or deflated, make sure to inspect the load for any areas that could rub, abrade or puncture the boat's fabric. Remember that any sand or other debris left in the boat could cause wear on the fabric during transport. Putting your deflated boat in the boat bag for transport will help prevent wear and damage from other gear.

STORAGE

Let the Drifter dry thoroughly before deflating it. Do not use a vacuum or deflator to suck all the air out of the chambers unless absolutely necessary. The ideal storage position is unfolded in a cool, dry location, with a small amount of air left in the chambers. If space is limited, store the boat loosely rolled, with the valves open, in a protective bag or cover. Keep the boat off dirt or concrete floors. Rodents have been known to burrow into stored boats, so take precautions to prevent this.

If you keep your Drifter on a trailer, cover it when not in use to protect it from sun damage. Also reduce inflation pressure to prevent accidental overinflation.

CAUTION

Safety Warning

Paddlesports can be dangerous and physically demanding. Participating in paddlesports may cause serious injury or death. Follow these safety standards when using this product:

- Get instruction and First Aid training. Carry First Aid and rescue equipment.
- Always wear a Coast Guard Approved Personal Flotation Device. Dress for cold water and weather as appropriate to guard against hypothermia.
- Check your equipment prior to each use for signs of wear or failure. Do not impair entry or exit.
- Never boat alone. Scout unfamiliar waters. Portage where appropriate. Do not exceed your boating ability.
- Do not boat in high water or flood conditions.
- Read owner's information booklet prior to using this product.

The user of this product acknowledges both an understanding and an assumption of the risk involved in paddlesports.

LIMITED WARRANTY

The Drifter is guaranteed to the original owner of the boat to be free from defects in workmanship and materials for five years from the date of purchase under normal recreational use. If, after inspection, we find that the boat failed due to a covered defect, it will be repaired or replaced at our option without charge. No product lasts forever, and we do not guarantee against wear, tear, improper care, abuse, or neglect. Any structural change automatically voids this limited warranty. Except expressly set forth herein, NRS disclaims all warranties, express or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. **EXCLUSIONS FROM LIMITED WARRANTY:** Deterioration of a boat increases dramatically when water is allowed to stand in the chambers. Since this condition can be remedied only by the owner's care, any problems attributed to water left in the chambers are excluded from this limited warranty. As noted in this manual, explosive decompression tears are also excluded from this limited warranty. Boats shipped outside the USA may incur additional restrictions.

EXCEPT TO THE EXTENT PROHIBITED BY LAW, IN NO EVENT SHALL NRS BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES

REGISTER YOUR PRODUCT: nrs.com/warranty

 **FR** ACTIVER LA GARANTIE: nrs.com/warranty

 **ES** ACTIVAR GARANTÍA: nrs.com/warranty

 **DE** AKTIVIEREN SIE IHRE GARANTIE: nrs.com/warranty

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