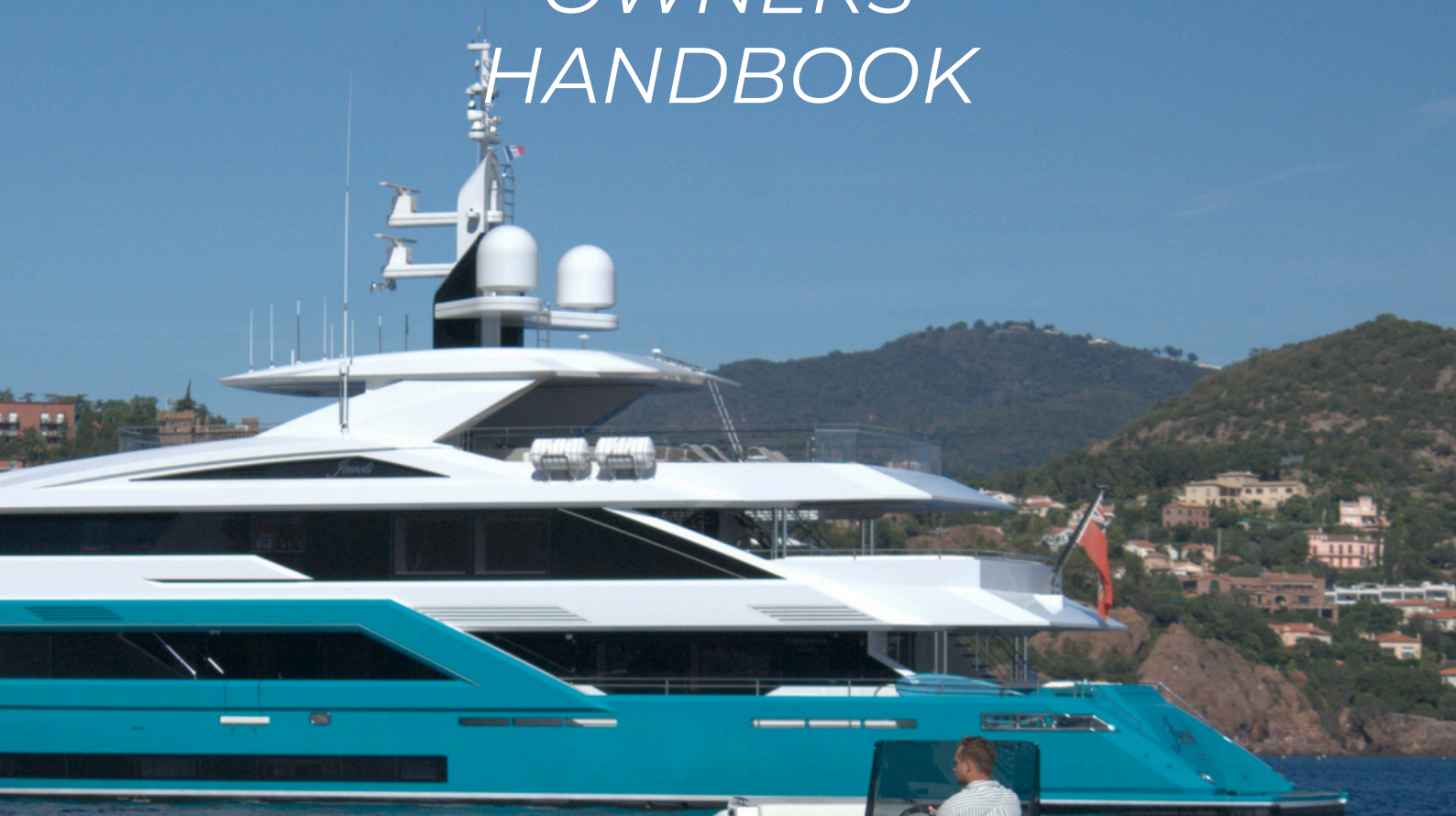


# 500D & 560D

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## OWNERS HANDBOOK



**Agilis**  
JET TENDERS

## *Thank you for choosing a 500/560 Agilis Tender*

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This owner's guide has been created to assist you in using your jet tender safely and enjoyably. It provides important information about the boat, its installed equipment, and guidance on correct operation and maintenance. We strongly recommend reading this handbook thoroughly and becoming familiar with the vessel before taking it out on the water.

The Agilis jet tender is powered by a water jet system. If this is your first time owning a boat, or if you are transitioning to a model you are not accustomed to, it is essential for your safety to gain proper handling and operational experience before taking charge. Please note that steering capability is limited when slowing down. Your dealer, local sailing association, or yacht club can offer advice on suitable training courses and qualified instructors.

As a high-performance craft, the jet tender requires a competent operator. It is advised that you achieve at least RYA Level 2 or hold an ICC (International Certificate of Competency) before operating this vessel. This manual assumes the user meets this level of qualification and has a general understanding of basic seamanship.

During handover, your Agilis Sales & Service Centre will explain the boat's controls and safety systems. Be sure to complete and return your warranty registration either by post or online at <https://agilis-jettenders.com> submission. Record the boat's HIN in the space provided below for future reference. This handbook should be stored safely and passed on to the new owner if the boat is sold.

**CRAFT IDENTIFICATION NUMBER (CIN) :**

## *Included with your Jet*

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- Jet-powered RIB hull
- Engine, fuel and control systems
- Seating with storage
- Lighting and electrical system
- Safety, drainage and mooring equipment

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## Safety Information

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Agilis Jettenders care about the safety of our customers. We recommend people using our products to familiarize with the Owner's Handbook. It is very important to obey the safety labels located in the jet and follow local laws and restrictions.



This safety alert symbol appears throughout the handbook and on various labels fitted to the tender. It means attention, be vigilant, your safety is involved.



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.

**Danger:** Situation that can result in death or serious injury

**Warning:** Situation that can result in death or serious injury.

**Caution:** Situation that can result in minor or moderate harm

## Important Safety Messages

- **Engine fumes** contain carbon monoxide, a dangerous gas that can seriously harm or kill if breathed in. Make sure everyone onboard understands the signs and dangers of CO exposure.
- **Fuel vapours** are highly flammable. Always run the bilge blower for at least 4 minutes before starting the engine, and switch it off once above idle. This does not replace manually checking for fuel smells.
- If you detect any **fuel leaks or odours**, do not start the engine. Have the boat inspected by an authorised Agilis dealer.
- **Steering control** decreases as throttle is reduced. Proper turning requires both steering and throttle input.
- The boat has **no brakes**. Stopping distance depends on speed and conditions. Practice stopping and docking in a safe, open area to understand how the boat responds.
- Do **not let go of the throttle** to avoid obstacles, and do not use reverse as a braking method.
- Never start or operate the boat unless all passengers are seated properly and no one is in the surrounding water.
- **Jet propulsion can be hazardous**. Increase and decrease speed smoothly and with control.
- Follow **safety label** to ensure a safe and enjoyable trip.
- **Never exceed the boat's maximum passenger number** or total weight limit, as shown on the builder's plate. Always use the designated seating areas.
- Towing people or other vessels changes how the boat handles and requires extra skill and caution.
- **Always wear the kill cord**. If the driver moves or is thrown from the helm, the cord will disconnect and shut off the engine. It also allows others to stop the engine if the driver becomes unwell.
- **Test the kill cord** before each outing and inspect it regularly for wear or damage.
- **Do not leave kill cords** exposed to harsh weather or sunlight, as this weakens them over time.
- **Replace the kill cord** if it loses its spring or tension.
- Use genuine Agilis replacement kill cords when fitting a new one.

## Before Getting in the Jet

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1. Carry out pre-use checks and never overload the boat, as this affects balance and control.
2. Regularly inspect the boat and keep all equipment in safe working order.
3. Carry the required safety gear and lifejackets for your trip.
4. Ensure safety gear is accessible and passengers know where it is and how to use it.
5. Check weather and carry enough fuel, keeping extra in reserve.
6. Take updated charts and inform someone ashore of your plans.
7. To inflate the tubes first inflate the front compartment,
8. After inflate the two rear compartments

## Operating your Tender

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CAUTION: Operate the boat with due care and at a speed appropriate to the sea conditions.



WARNING: The boat may only be operated by a suitably qualified, capable person who understands the manual, safety instructions, and basic boating rules.



WARNING: Only competent, sober and legally qualified operators may drive the boat, and all passengers must wear lifejackets.



WARNING: Never exceed passenger limits and always operate carefully according to conditions.



*First picture shows the valve closed and second one shows it opened*

- Recovery: Never lift the boat by the transom; stern-up angles can flood the engine.
- Towing Valve: Keep the valve closed when towing and open when in use; always set reverse bucket forward to avoid engine damage.
- Mooring: Avoid long-term mooring to prevent marine growth and performance loss.
- Beaching: Operate in at least 0.95 m (3 ft) of water, stop the engine before beaching, and rinse sand from the intake after.
- Trim: Avoid overloading and keep weight balanced at all times.
- Avoid high-speed or extreme maneuvers to prevent loss of control.
- Always wear the kill cord; it stops the engine in emergencies.
- Steering depends on throttle, more power = sharper turns, less = weaker turns.
- Remove the boat from water if debris clogs the jet to prevent engine damage.

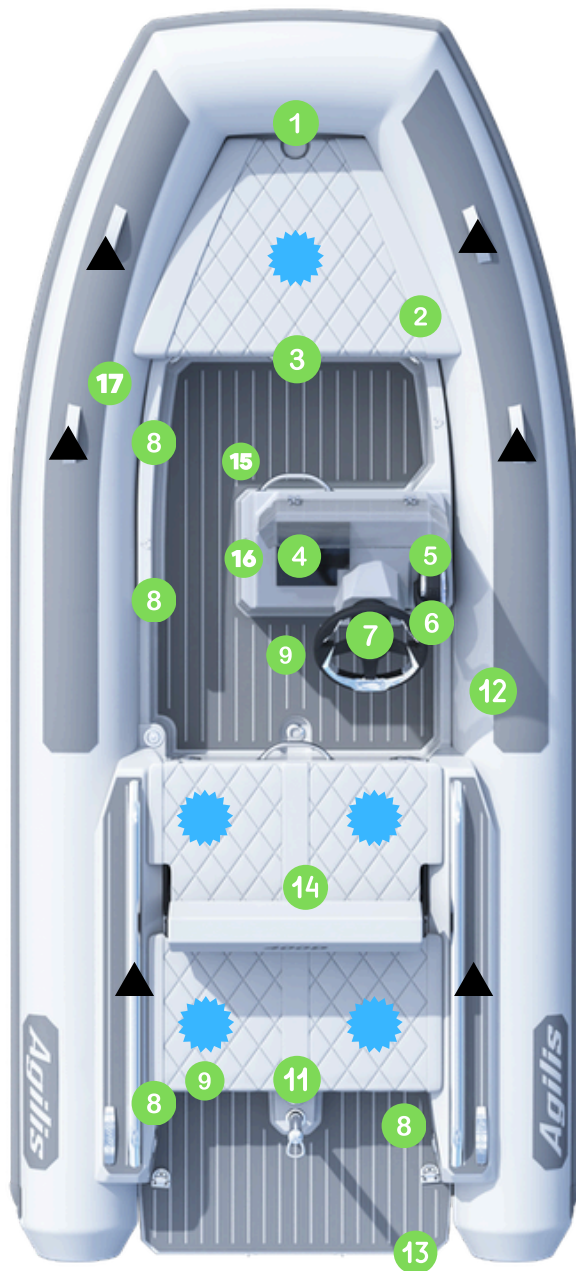
## *General Specifications*

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<i>Characteristics</i>	<i>500D</i>	<i>560D</i>
LOA	5,00M	5,60M
BEAM	2,20M	2,35M
Height	1,13-1,58M	1,27-1,73M
Capacity	8+1 People	10 People
Dry Weight	1000KG	1070KG
Engine	150HP/110KW	170HP/270KW
Top Speed	35KN (66KM/H)	40KN (74KM/H)
Fuel Tank	70L	120L

## General Layout

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★ Seating Position

▲ Handles

1. Port/starboard navigation light socket
2. Stowage area (under seat)
3. Bow cleat
4. USB auxiliary power socket
5. Throttle/shift control
6. Key switch
7. Kill cord
8. Lifting points
9. Drain plugs
10. Towing valve (under seat in engine bay)
11. engine bay
12. Engine flushing attachment
13. Hull Identification Number (HIN)
14. Folding backrest (lift and fold forward)
15. Fuel filler cap (under seat cushion)
16. Battery isolator
17. Tube inflation valves

## Controls

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- 1 Gauge display
- 2 Kill cord attachment
- 3 Key switch
- 4 Throttle/shift control
- 5 Radio
- 6 VHF
- 7 USB

## Jet Tender Throttle

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The throttle system is electronically controlled and may require calibration or neutral adjustment to ensure smooth, safe operation.

### **Automatic Calibration**

Use this procedure after installation, maintenance, or if throttle response feels incorrect.

1. Turn ignition OFF.
2. Move the throttle fully forward or fully backward (full throttle).
3. Turn ignition ON.
4. The system will start automatic calibration. Do not move the throttle until the process is complete.

## Neutral Adjustment

Use this procedure if the boat creeps forward or backward when the throttle is in neutral.

1. With ignition ON, hold Trim DOWN for 10 seconds to enter setup mode.
  2. Use Trim UP / DOWN to adjust until there is no forward or reverse movement.
- Save and exit: move throttle to Reverse
  - Exit without saving: move throttle to Forward

## Advanced Configuration

Additional settings and diagnostics are available at:

<https://agilis-jettenders.com/configuration/>



### Safety Notes

- Always perform calibration and setup while the boat is securely moored or out of the water.
- Keep all passengers clear during adjustment.
- Never attempt calibration while underway.

## Fuelling

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Make sure the ignition is switched OFF.

- Refuel only in a well-ventilated area.
- Avoid overfilling the tank and take care to prevent any fuel spillage.
- After refuelling, securely fasten the fuel cap.
- Open the engine hatch and check the bilge area once refuelling is complete.
- The fuel filler cap includes a built-in breather.



Fuel that contains ethanol may cause issues within the fuel system and engine, which can lead to:

- Difficulty starting and inconsistent operation.
- Degradation of rubber and plastic components.
- Corrosion affecting metal parts.
- Internal engine damage.

## Important Safety Information

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WARNING: Always secure the kill cord to yourself while the engine is running. Before departure, test it by pulling it from the switch — the engine should shut off immediately.



WARNING: Do not operate the boat while anyone is using the boarding ladder, as the reverse bucket can cause serious injury.



WARNING: Never check the engine compartment with the engine running or the ignition on. Ensure the boat is in water at least 0.95 m (3 ft) deep.

### Start it

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1. Review the owner's manual and all safety labels before use.
2. Secure loose ropes to prevent them from being drawn into the jet unit.
3. Attach the kill cord to yourself.
4. Confirm the shift lever is set to neutral.
5. Switch on the battery isolator and turn the ignition to ON.
6. Operate the bilge blower for 4 minutes.
7. Turn the key to start the engine.



WARNING: Failure to do so may result in personal injury.

### Loading the Craft

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The maximum recommended load covers the total weight of all passengers, supplies, personal items, and any additional equipment not included in the vessel's base weight



WARNING: Do not exceed the stated load limit. Distribute weight evenly to maintain a near-level trim and avoid placing heavy items in elevated positions.

## Engine Bay

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1. Engine oil dipstick and filler
2. Bilge blower
3. Coolant expansion tank
4. Engine fuses
5. Fuse box
6. Towing valve
7. Battery
8. Bilge pump  
(in front of engine)

## Engine Break-In

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### **20 Hour Break-In Period**

**IMPORTANT:** The first 20 hours of operation are a break-in period for the engine. Correct break-in is essential to obtain minimum of consumption and maximum engine performance. During this break-in period observe the following rules:

- Do not operate below 1500 RPM for extended periods of time during the first 10 hours. Advance the throttle above 1500 RPM as soon as conditions permit safe operation.
- Do not consistently operate at one speed for extended periods.
- Do not exceed  $\frac{3}{4}$  throttle during the first 10 hours. During the next 10 hours do not operate at full throttle for more than five minutes at a time.
- Do not accelerate at full throttle from idle speed.
- Do not operate at full throttle until the engine reaches normal operating temperature.
- High oil consumption is normal during the break-in period. Frequently check the engine oil level.

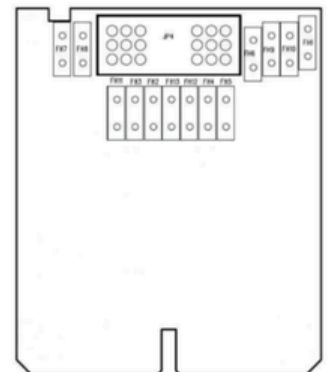
## After the 20 Hour Break-in Period

To help extend the life of your power package:

- Change the engine oil and filter, and the transmission fluid on inboard models.
- Use a propeller that allows the engine to operate at the rated engine RPM when at full throttle with a maximum boat load.
- Operate at  $\frac{3}{4}$  throttle or lower.

## Fuse Identification

FUSE	PIN	FUNCTIONALITY	AMP
FH1	B3	Deck Light	3
FH2	E1	Underwater Light	5
FH3	F1	Ball Valve Input	
FH4	C1	UHV + Switch Panel + Bilge alarm Switch +Ball valve	10
FH5	B1	Blower	10
FH6	A1	Navigation Light	3
FH7	E3	AXIOM + Radio + USB	10
FH8	F3	HORN	10
FH9	A2	360° Light	3
FH10	A3	Bilge Pump	7,5
FH11	F2	Emergency <u>Paralell</u>	3
FH12 (max 3A)	C2	Thermal Fuse 120°C Fire Alarm	
FH13 (max 3A)	D1	Bilge alarm switch input + Bilge alarm buzzer	



## Fire Port Operation

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The fire port is an opening in the hull or superstructure that allows safe access to fight fires inside the engine compartment or other enclosed areas without exposing personnel to flames or smoke. It enables the use of a fire extinguisher or firefighting nozzle while the vessel is underway.

How to Use:

1. Open the fire port cover fully.
2. Insert the nozzle or extinguisher hose and direct the stream toward the fire.
3. Keep all personnel clear of the port opening.
4. Close the cover immediately after use to maintain safety and prevent water ingress.

Safety Considerations:

- Ensure ventilation in the engine compartment is not blocked.
- Avoid using near open fuel lines or fuel spills.
- Handle hoses carefully; high-pressure streams can cause injury.
- Inspect the fire port and seal regularly.
- Only trained personnel should operate firefighting equipment through the port.



## System Flushing

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To help extend the lifespan of the engine, it is essential to flush out salt water after use and before storing the boat. If this procedure is not carried out, engine components may deteriorate more quickly and the warranty could be affected. It is also recommended to rinse the jet pump area thoroughly with fresh water to clear away any salt build-up following operation. Flushing the exhaust system with clean water is necessary to counteract the corrosive effects of salt and other chemicals found in the water. This process assists in removing sand, salt crystals, shells, and debris from the cooling jackets, exhaust system, intercooler (on supercharged models), and hoses.

This flushing procedure should be completed when the boat will not be used again the same day or when it is being stored for longer periods.

Attach a water hose located back to the boat



**CAUTION:** Not flushing the system when required can cause serious damage to the exhaust components.



**WARNING:** Carry out the flushing process in a well-ventilated space. Be aware that some parts inside the engine compartment may become extremely hot.



**IMPORTANT:** If water does not discharge freely, contact an authorised Agilis dealer for servicing.



**CAUTION:** Always shut off the water before stopping the engine.

1. Rinse the jet pump area with fresh water before beginning the flushing process.
2. Attach a water hose to the flushing connection located in the back of the boat. Do not turn on the water yet.
3. Start the engine, then immediately turn on the water supply.
4. After the engine has run for 90 secs
5. Turn off the water supply
6. Briefly run the engine at 5000 RPM for 5 seconds, then switch off.
7. Turn off the water and immediately turn off the engine.
8. Disconnect the hose from the flushing connection.



**CAUTION:** Always start the engine before opening the water tap, and switch the water on straight away after the engine starts to prevent overheating. Never operate the engine out of the water without water flowing to the exhaust system.

- Allow the engine to run at idle for approximately 90 seconds.



**CAUTION:** Do not run the engine for longer than 2 minutes while out of the water, as the driveline seal is not cooled in this condition and may be damaged.

## Fuel System

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WARNING: The fuel system is pressurised. Check for leaks during scheduled servicing. All fuel system components operate under pressure and remain pressurised even after the engine is turned off. Keep away from naked flames at all times.

## Routine Maintenance

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To keep the tender safe, dependable, and in good working condition, the following routine maintenance should be carried out. Agilis accepts no responsibility for damage or injury caused by incorrect servicing or improper adjustments performed by the owner.

1. Rinse the tender frequently with fresh water to remove salt residue.
2. Make sure the raw water filter is clean and free of debris; open and clean the internal element as required.
3. Check the engine oil level and only top up in line with the engine manufacturer's guidelines. The engine should be warm when checking the oil.
4. Inspect the coolant level.
5. Flush the open-loop cooling system.
6. Lubricate all control cables, both at the helm and the pump, using a high-quality marine grease with Teflon.
7. Examine the bilges for any water entry or signs of oil or fuel and clean if needed.
8. Lightly apply white grease (or similar) to the base of the extendable navigation light pole.
9. Check the condition and effectiveness of all anodes.
10. A gradual drop in tube pressure over 24 hours can be normal due to temperature and air pressure changes. Monitor pressures regularly.
11. Boats operating in tropical climates should undergo maintenance more frequently.

## Winterizing/ Dry Storage

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### **Storage**

Keep the boat covered in a clean, dry, well-ventilated area, away from extreme temperature or humidity changes. Refer to the Rotax service manual for full engine servicing details.

### **General Check**

Inspect the engine bay and bilges to ensure they are clean and dry. If possible, slightly raise the bow so remaining water drains to the stern for easy removal.

### **Buoyancy Tubes**

Rinse tubes with mild soapy water after use. Before long-term storage, deflate slightly, clean thoroughly, remove debris from tracks, allow to dry, and apply tube cleaner and polish. Store with light inflation where possible.

### **Upholstery**

Remove cushions and store in a dry location. Clean with suitable upholstery cleaner and ensure fully dry before storing.

### **Hull & Deck**

Wash with warm water and mild detergent to remove dirt and salt. Regular polishing with quality gelcoat polish helps prevent fading and UV damage.

### **Battery**

Disconnect the earth terminal during extended inactivity. Use a trickle charger to maintain battery life.

### **Fuel System**

Fuel degrades over time. Keep the tank full and add fuel stabiliser to reduce moisture buildup and slow deterioration.

### **Cooling System**

Flush the raw water system to clear debris. Check antifreeze levels; a 50/50 mix of distilled water and propylene glycol protects down to approximately -37°C.

### **Engine Oil**

Replace oil before storage to prevent internal corrosion caused by contaminants in old oil.

### **Cylinder Protection**

Add around 10ml of clean engine oil into each spark plug hole, crank the engine briefly, then refit the spark plugs.

### **Cables**

Grease all control cables at both ends and operate them to distribute lubricant evenly.

### **Corrosion Prevention**

Apply protective grease to electrical contacts, fasteners, and exposed metal areas. Use corrosion spray around the engine, jet pump, and control areas.

### **Footwells**

Remove drain bungs to stop rainwater collecting inside the boat.

### **Bilge Plugs**

Remove drain bungs to stop rainwater collecting inside the boat.

## Coolant & Fuel Oil

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Coolant: Pre-Mixed Antifreeze Coolant 9779150

Fuel Oil: Diesel



## Warranty Certificate

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Our warranty covers your boat for 2 years or 60 hours from the date of the original registration. On purchasing a craft, Agilis provides you with the original registration card. This card should be filled and sent back to Agilis within 30 days after registration. Agilis guarantees to the original purchaser that all seams of the inflation valves, tubes and the fabric used to construct the tubes will be flawless over a period of 3 years from the date of original registration. For commercial use our warranty covers your vessel over a period of 4 months or 60 hours from the original date of registration. Agilis warranty is limited to repairing or replacing defective parts. Agilis Warranty DOES NOT COVER normal wear and tear, any minor boat damage, tubes exposed to corrosive chemicals, parts installed by third party personnel, boats purchased for commercial or governmental use, defects caused by non-adherence to instructions. The warranty claim must be approved in writing by Agilis Jet Tenders. The original owner must send a written notification, a copy of his receipt, a photograph of the damage to

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After approval, Agilis will send a written notification to the owner where to send the boat for repair or replacement. Repairs will either be taken place by authorized dealers or Agilis Jet Tenders. Agilis Jet Tenders do not guarantee any work carried out by unauthorized personnel. All parts replaced under this Warranty become the property of Agilis Jet Tenders