Magic Buoy – Pontoon Parker System Manual

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Brief Overview

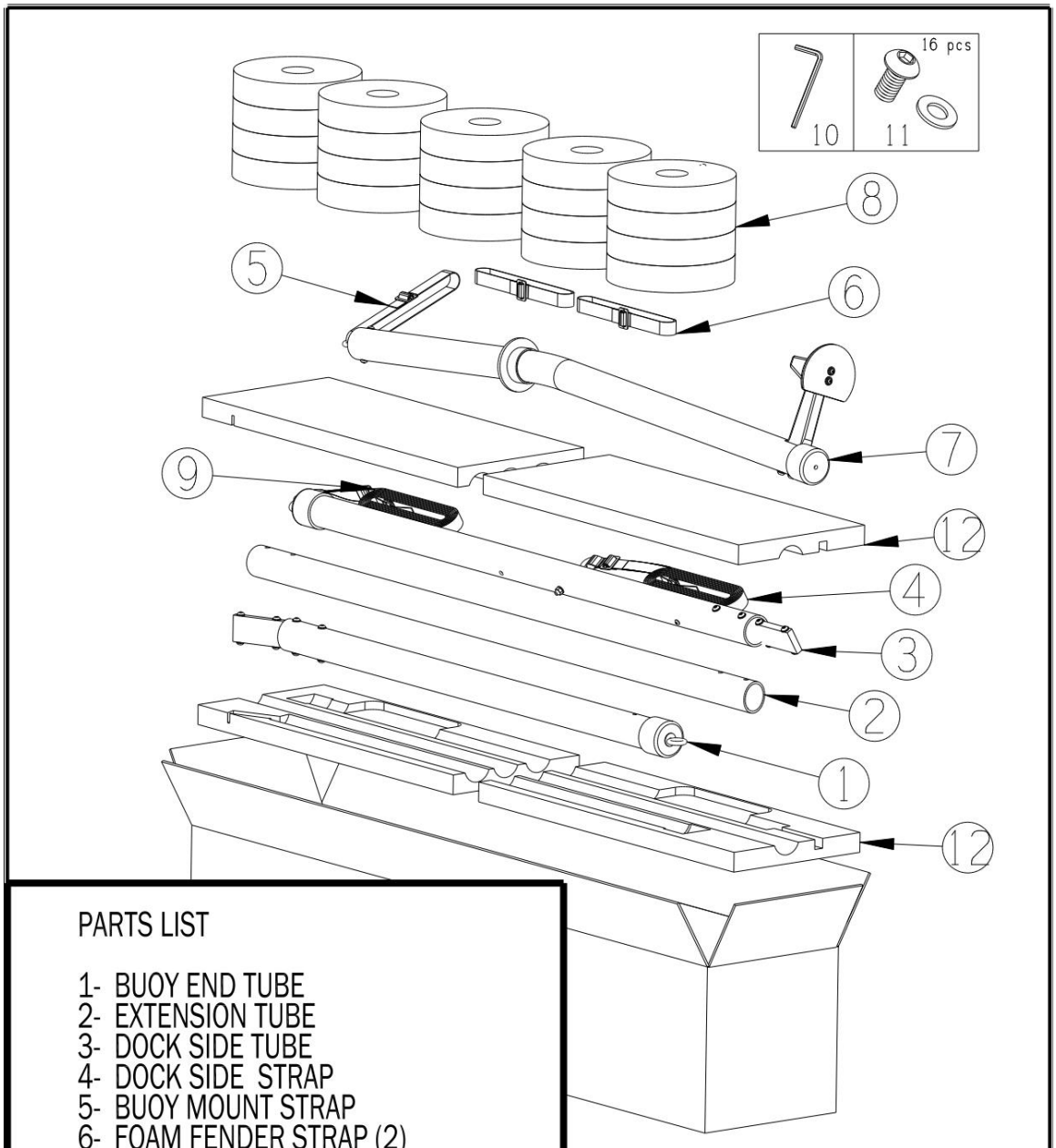
Thank you for choosing the Magic Buoy Tritoon Parker System. While the system is intuitive and easy to use, proper setup and a clear understanding of how each component functions are essential for achieving the best possible docking experience.

Please read this manual thoroughly before beginning installation or use.

System Assembly

Each system is pre-assembled at our facility to ensure proper fit. Some components may remain partially assembled for packaging.

Included Components (see drawing):
1. Buoy End Tube
2. Extension Tube
3. Dock Side Tube
4. Dock Side Strap
5. Buoy Mount Strap
6. Foam Fender Straps (2)
7. Buoy Tube and Hook
8. Foam Disks (20)
9. Angle Strap
10. 3/16” Allen Key
11. 5/16” Screws & Washers (16)
12. Packing Foam (used for assembly)

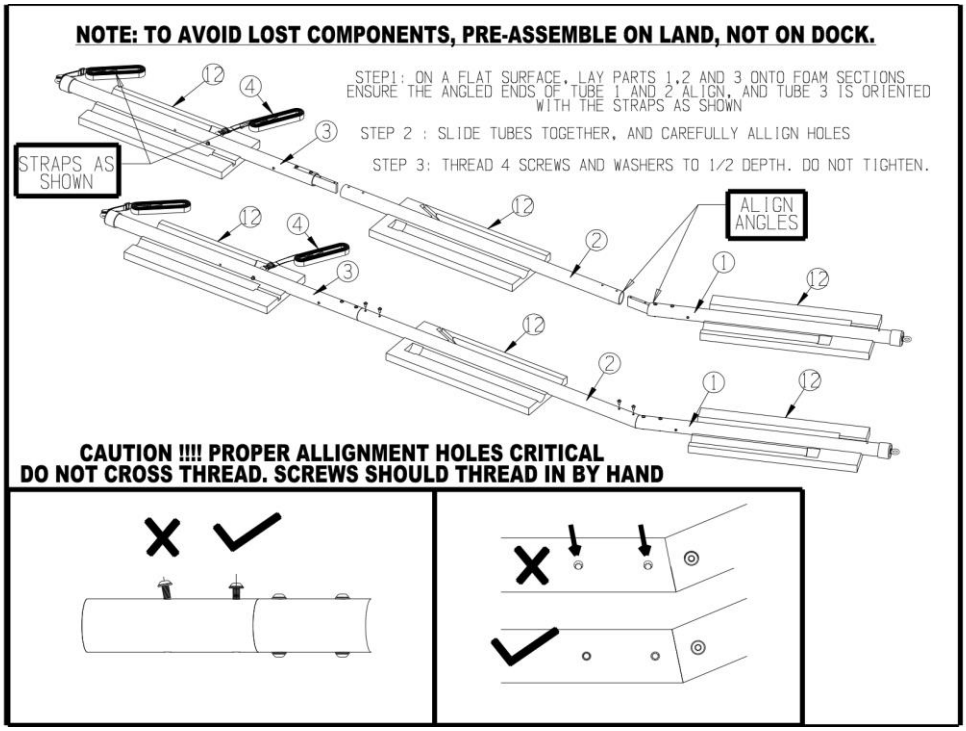


PARTS LIST

1- BUOY END TUBE
2- EXTENSION TUBE
3- DOCK SIDE TUBE
4- DOCK SIDE STRAP
5- BUOY MOUNT STRAP
6- FOAM FENDER STRAP (2)
7- BUOY TUBE AND HOOK
8- FOAM DISKS (20)
9- ANGLE STRAP
10- 3/16 ALLEN KEY
11- 5/16 SCREWS AND WASHERS (16)
12- PACKING FOAM (USE FOR SETUP)

 Important: Assemble the main tube set on land. These components do not float.

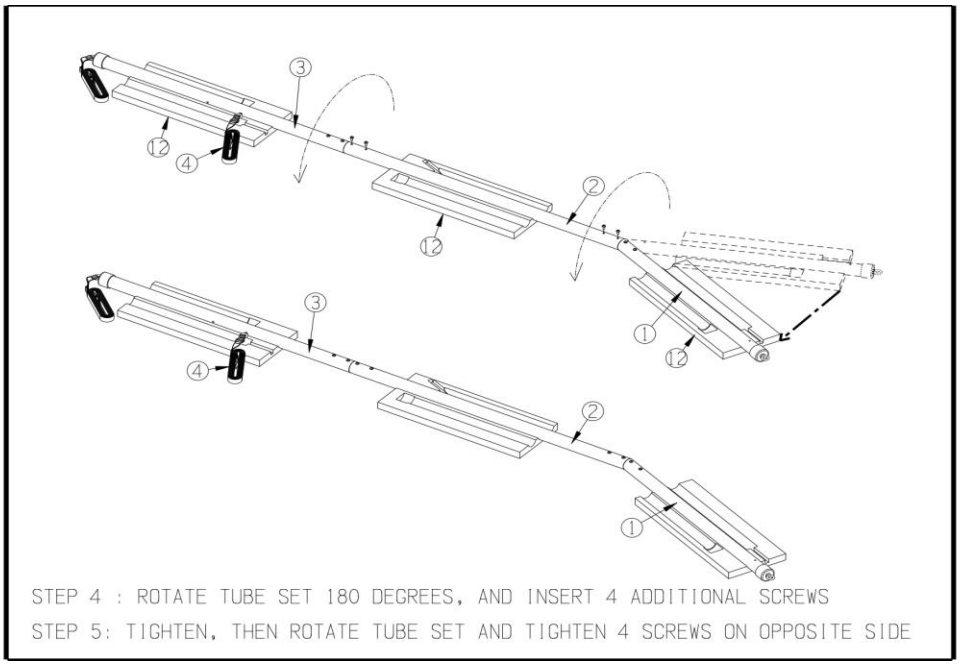
Step 1 – Lay out tubes 1, 2, and 3 on the packing foam (see drawing). Ensure the angled ends of tubes 2 and 3 are properly aligned. Tube 3 must align with the straps as shown.



Step 2 – Slide tubes together, aligning threaded holes in the aluminum brackets with the tube screw holes. Install 4 screws by hand. Do not cross-thread. Screws should insert easily. Tighten only halfway to allow for easier alignment of screws on the opposite side.

Step 3 – Rotate the tube assembly 180°.

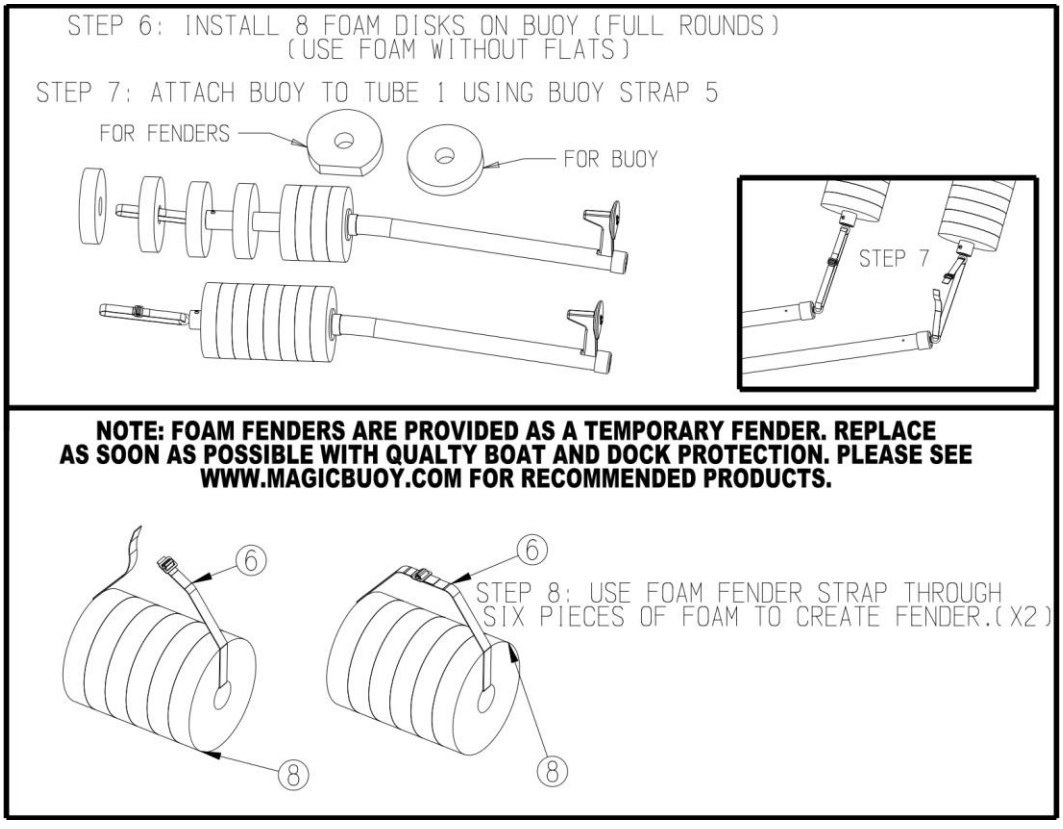
Step 4 – Insert 4 more screws and tighten to 12–14 ft-lbs (firm hand-tight using the Allen key).



Step 5 – Rotate back 180° and finish tightening the original 4 screws.

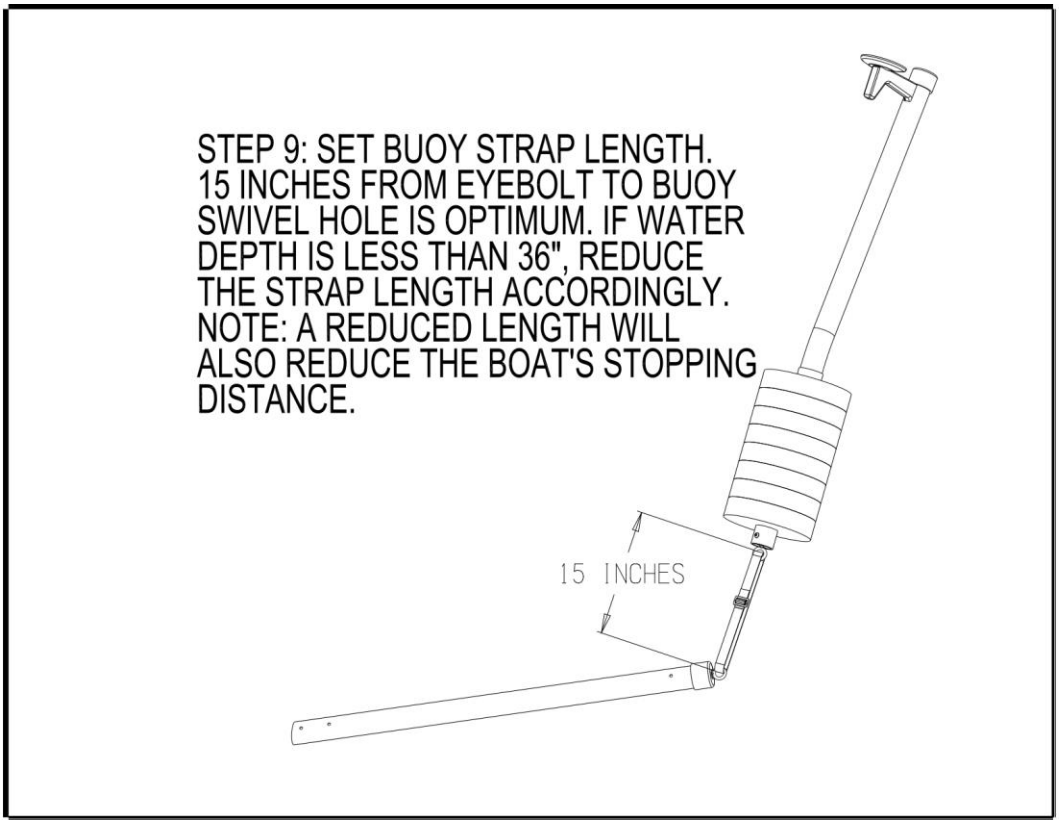
Step 6 – Install 8 foam disks onto Buoy Tube as shown. Use disks without flats.

Step 7 – Attach the buoy strap as shown.



Step 8 – Assemble temporary fenders using packing foam (see diagram).

Step 9 – Adjust the buoy strap for water depth. Use a 15” strap length for water over 36” deep. Shorter straps reduce shock absorption and should only be used when necessary.



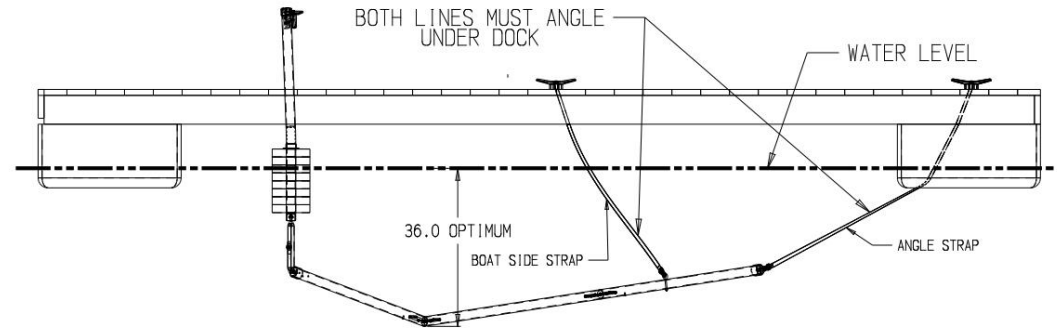
Dock Installation

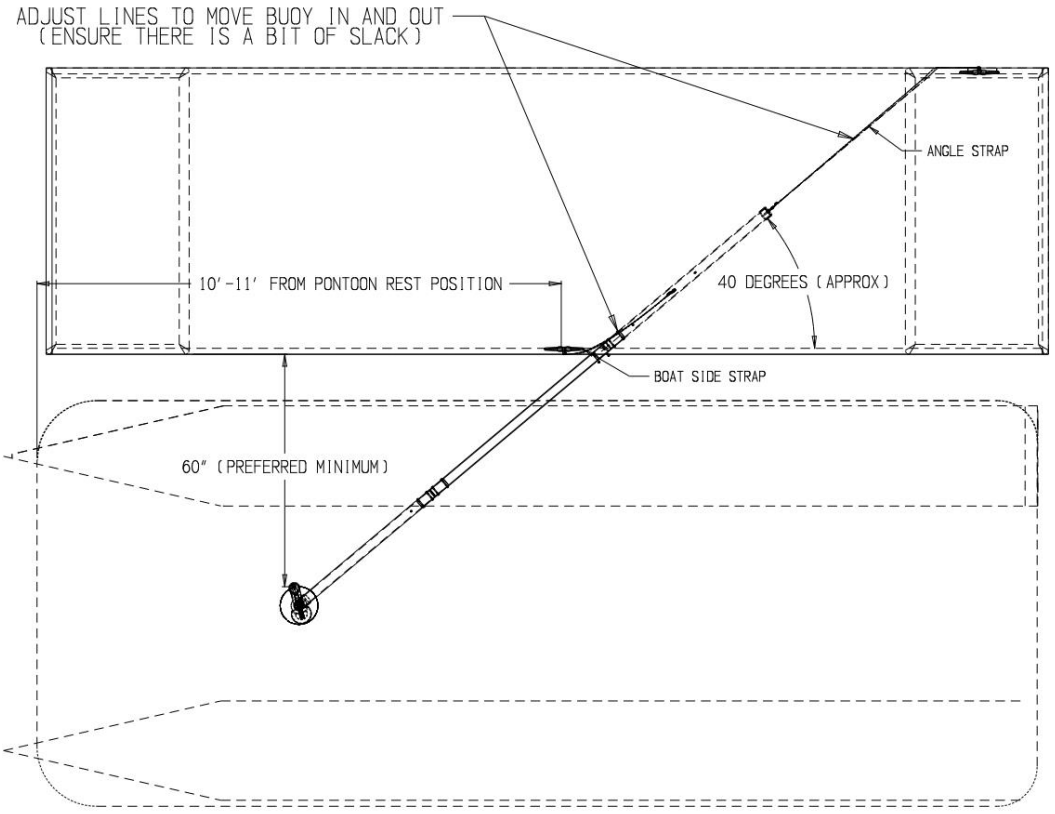
Strap Configuration

Boat-Side Strap
Located ~30” from the dock-end of the tube. Secure it to the dock face where the boat will be parked.
Recommended tie-off point: 10-11 feet behind the intended boat stop position.

Angle Strap
Attached at the far (dock-side) end of the tube. Route it under the dock at a 40° angle (APPROX), avoiding obstacles like chains or posts. This strap determines the system’s resting position.

Buoy Attachment
The buoy supports the far end of the tube, which remains suspended in water.


BOTH LINES MUST ANGLE
UNDER DOCK
WATER LEVEL
36.0 OPTIMUM
BOAT SIDE STRAP
ANGLE STRAP


ADJUST LINES TO MOVE BUOY IN AND OUT
(ENSURE THERE IS A BIT OF SLACK)
ANGLE STRAP
10'-11' FROM PONTOON REST POSITION
40 DEGREES (APPROX)
BOAT SIDE STRAP
60" (PREFERRED MINIMUM)

Launching the System

1. Hold both the boat-side and buoy ejection straps. Gently lower the system into the water.
2. Prevent the angle strap from falling into the water.
3. Submerge the tube until it rests 3–4 feet below the surface.
4. Tie off the boat-side strap.
5. Route the angle strap under or around the dock, avoiding obstacles, and temporarily tie it off.
6. Tie off the buoy ejection strap loosely. It should remain slack when the system is at rest.

Positioning the Buoy

While every dock and boat setup is unique, use these as baseline settings:

- Confirm boat-side strap is secure and system is submerged ~3 feet.
- Apply tension to the angle strap to pull the buoy outward from the dock.
- Aim for ~60" spacing between dock and buoy when at rest (no load).

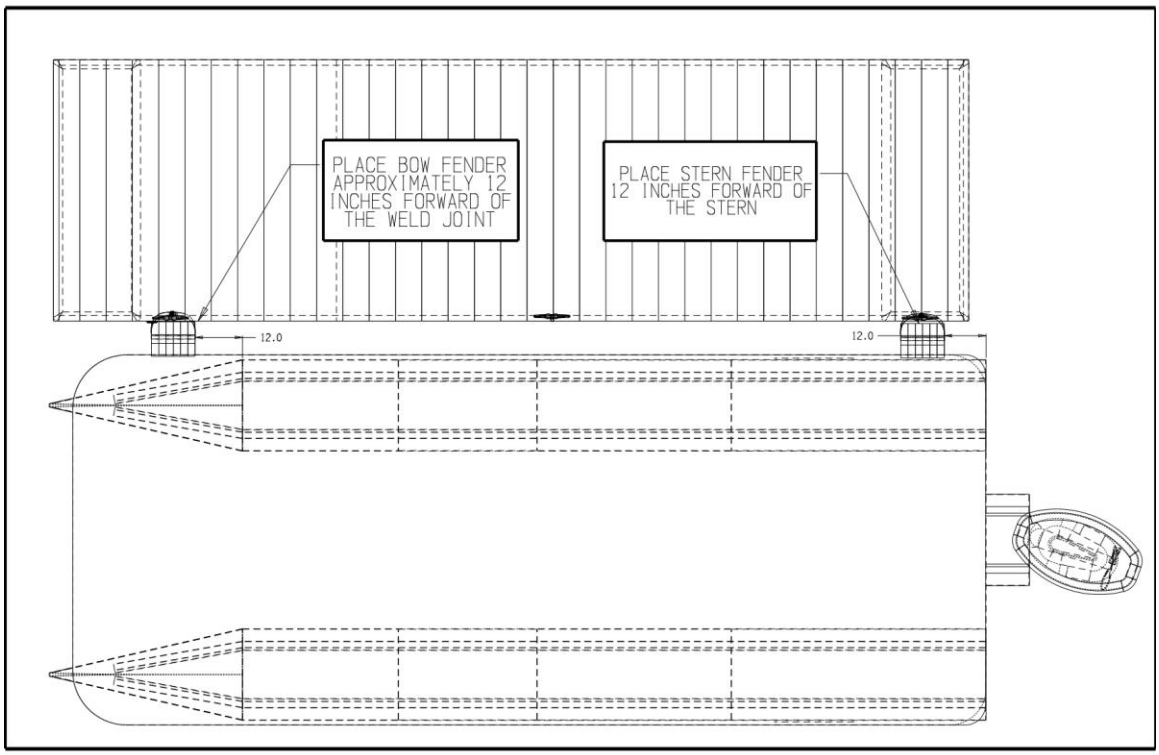
Fine-Tuning Adjustments:
- Adjust tie-off point of the angle strap to change the buoy's resting arc (see diagram).
- Adjust slack ratio between boat-side and angle straps to shift the system along its arc.

Fendering (Important!)

Included are two temporary foam fenders made from packaging material. These are for initial use only and not intended for long-term protection.

If your boat lacks large-diameter fenders (10"+), we strongly recommend purchasing appropriate fenders.

Fender Placement
Position fenders especially near the bow to prevent the splash guards from hitting the dock. Adjust placement based on your boat's configuration (see diagram).



Testing & Final Adjustment

After installation:

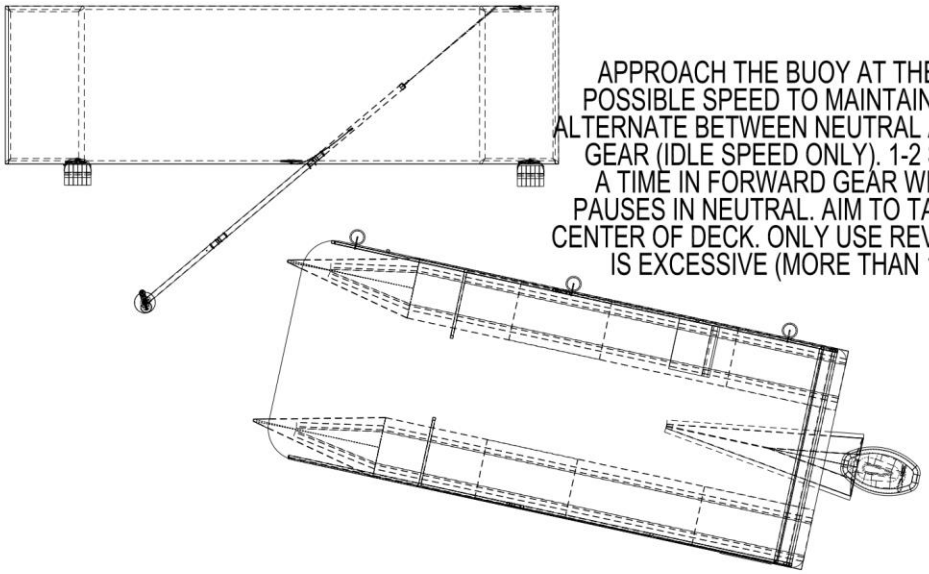
1. Conduct test dockings with help from someone on the dock.
   2. Check bow clearance and adjust fenders as needed.
   3. Adjust strap tensions or tie-off points as required — this is normal.
   4. Once satisfied, install permanent cleats or tie-off rings on the dock.
   5. Mark line positions with tape or use slide adjusters to simplify re-installation after cleaning or winter.

Docking Procedure

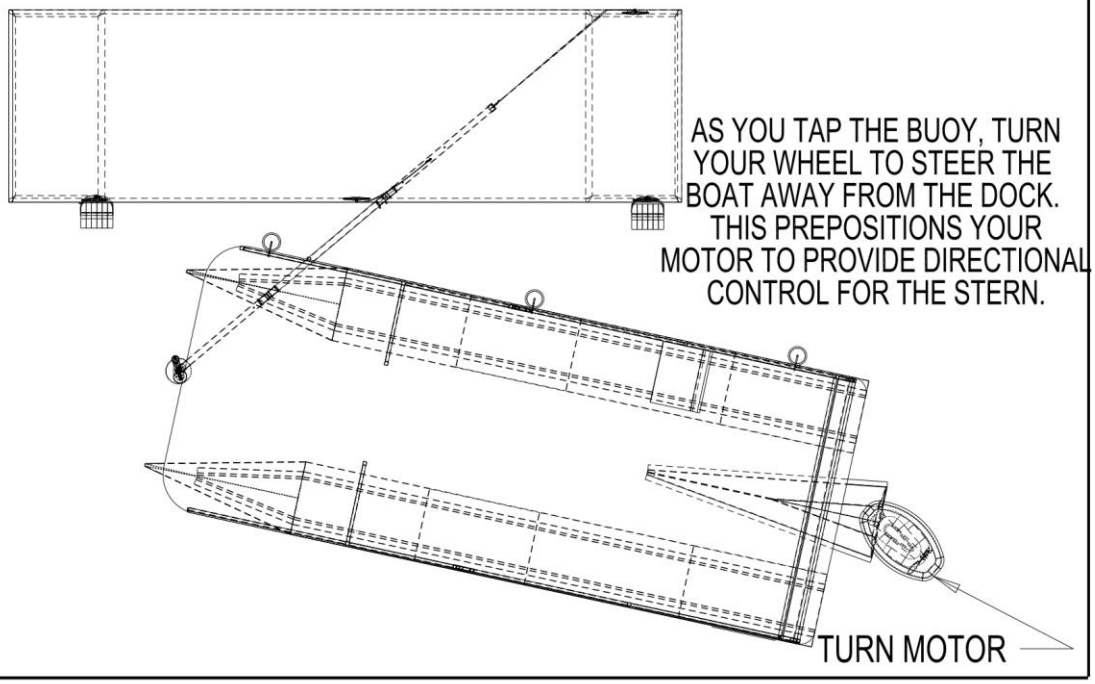
⚠ Important: All maneuvers should be performed at idle speed only. Never use throttle. Excess thrust may damage the system, boat, or dock.

1. Before approach: Note wind/current conditions. A flag on your dock can help gauge wind direction.
   2. Approach slowly: Use forward-neutral-forward pulses to maintain low speed and control. Avoid reverse unless necessary.
   3. Align with buoy: Steer to make contact with the buoy in the center of the deck. Open the bow gate for visibility (ensure passengers stay clear).

4. Coast in: Allow the buoy to tap the front deck. Just before contact, steer AWAY from the dock.
5. Engage buoy: As contact begins, shift into forward (idle) with helm turned away from the dock. The buoy will slow the boat while thrust pushes the stern in.
6. Hold position: The boat will remain stationary in gear. Crew may disembark safely. Solo users should have a safety line ready for tying off before leaving the helm.
7. After docking: Once in neutral, the boat may drift 1–2 feet backward — this is normal and should be accounted for in final system setup.

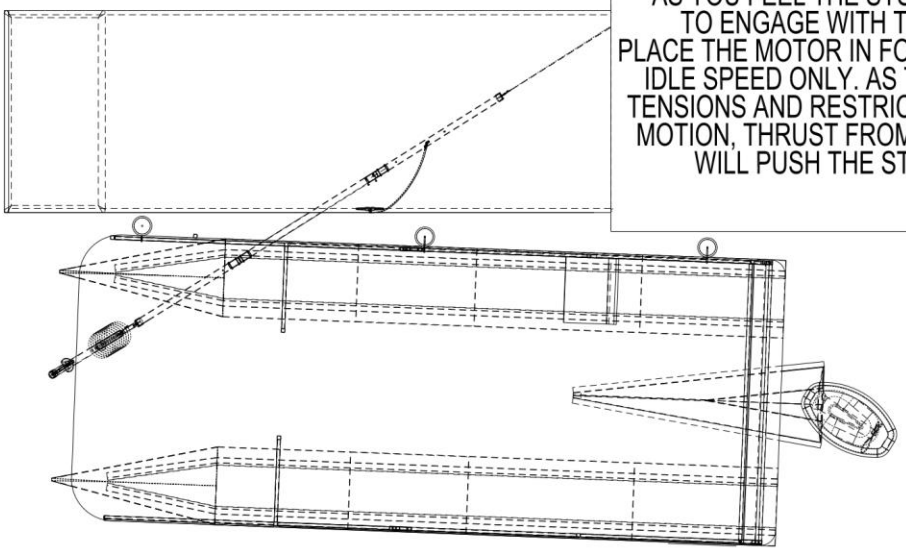


APPROACH THE BUOY AT THE SLOWEST POSSIBLE SPEED TO MAINTAIN STEERAGE. ALTERNATE BETWEEN NEUTRAL AND FORWARD GEAR (IDLE SPEED ONLY). 1-2 SECONDS AT A TIME IN FORWARD GEAR WITH LONGER PAUSES IN NEUTRAL. AIM TO TAP BUOY WITH CENTER OF DECK. ONLY USE REVERSE IF SPEED IS EXCESSIVE (MORE THAN 1.5 KNOTS)

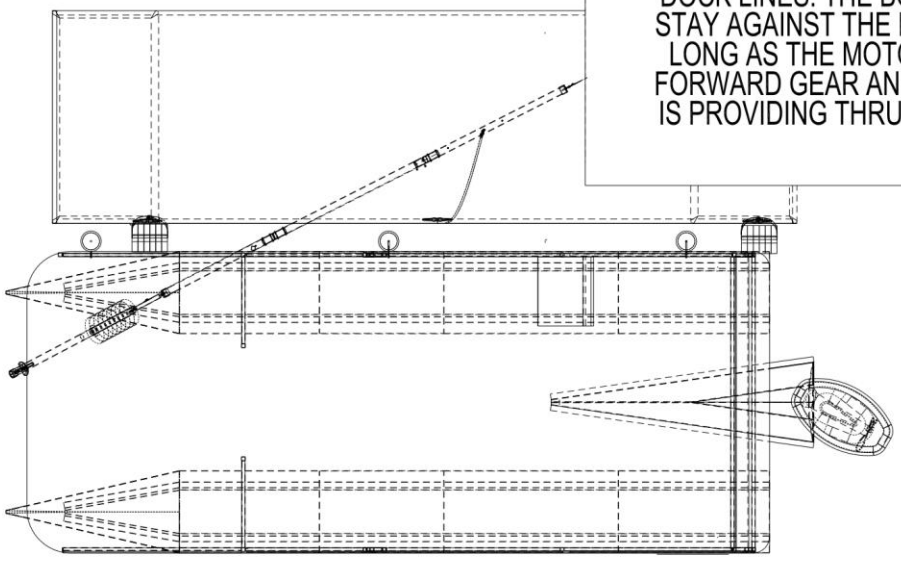


AS YOU TAP THE BUOY, TURN YOUR WHEEL TO STEER THE BOAT AWAY FROM THE DOCK. THIS PREPOSITIONS YOUR MOTOR TO PROVIDE DIRECTIONAL CONTROL FOR THE STERN.

TURN MOTOR



AS YOU FEEL THE SYSTEM START TO ENGAGE WITH THE BOAT, PLACE THE MOTOR IN FORWARD GEAR. IDLE SPEED ONLY. AS THE SYSTEM TENSIONS AND RESTRICTS FORWARD MOTION, THRUST FROM THE MOTOR WILL PUSH THE STERN IN.



LEAVE THE BOAT IN GEAR UNTIL CREW HAVE SECURED DOCK LINES. THE BOAT WILL STAY AGAINST THE DOCK AS LONG AS THE MOTOR IS IN FORWARD GEAR AND MOTOR IS PROVIDING THRUST (IDLE)

Departure Procedure

The system also supports smooth departures:

1. Before untying, engage forward (idle) with helm away from the dock.
2. The system will hold the boat in place while crew unties at leisure.
3. Once ready, steer toward the dock and remain in forward (idle).
4. The buoy will hold the bow while the stern swings outward.
5. Reverse out once the stern clears. The buoy will automatically reset, ready for your next docking.