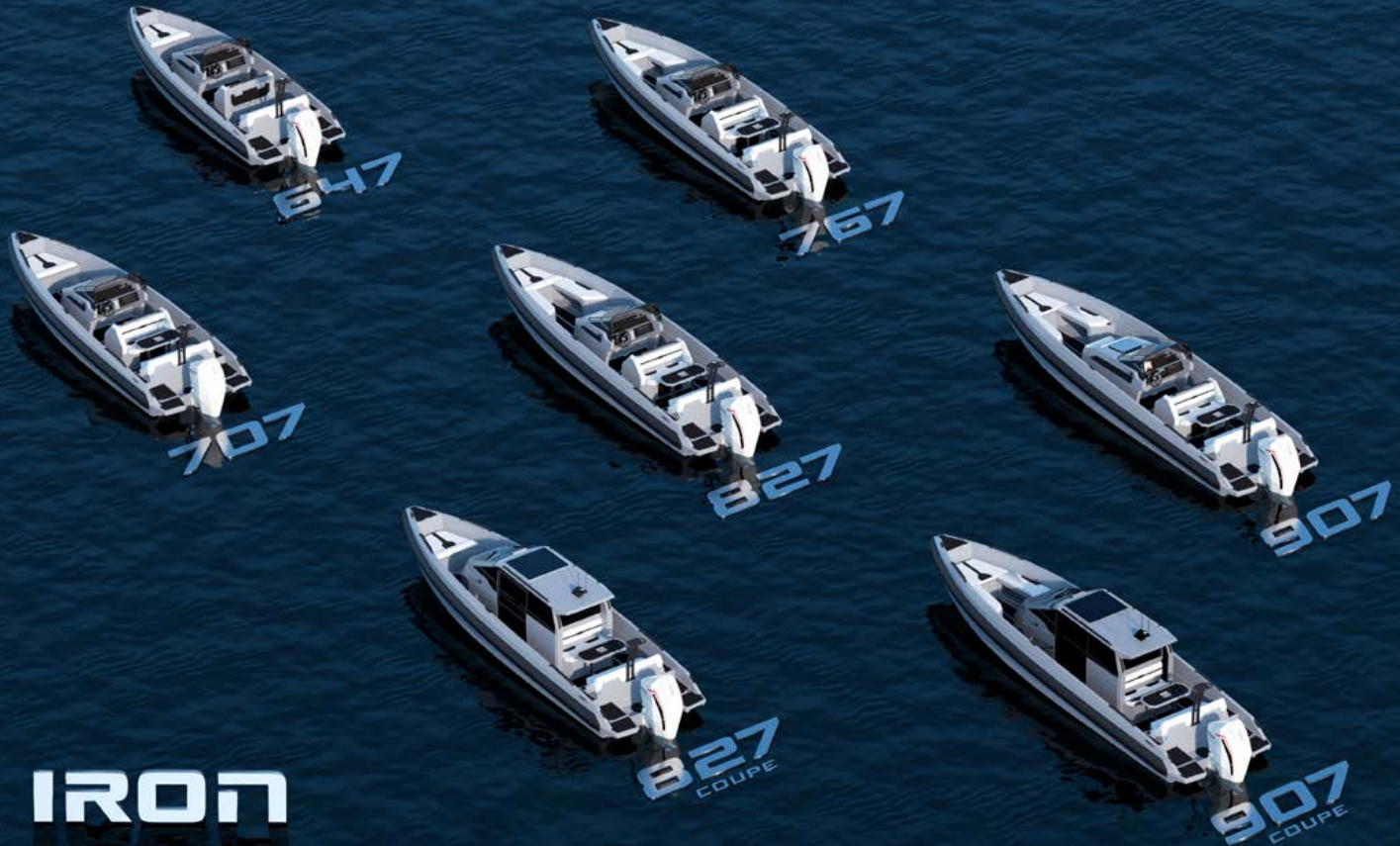


OWNER'S MANUAL

YEAR 2026



IRON

With the reservation to, without prior notice, change or develop the IRON range and its specifications, colors or equipment of each model. The dimension, weight and performance can vary slightly due to the production technology. Standard equipment may vary depending of the market and shall therefore be checked, with the retailer, before accepting delivery.

WELCOME TO THE IRON CLUB

This manual has been created to help you get the most out of your IRON Boat — with guidance on operation, safety, and maintenance to support years of confident boating.

GENERAL INFORMATION

INTRODUCTION

This manual has been written as a general guide to safe operating practices, boating regulations and maintenance techniques for recreational boating.

If this is your first time owning or operating a boat, it is recommended that you contact the boat dealer or local boating agency to find out how to enroll in a boater safety course prior to operating the boat.

This manual is not intended to be used as a replacement for specific information and procedures covered in manuals provided by the manufacturer of the engine, drive, accessories and other major equipment. Keep all the manuals belonging to the boat together in one place.

Because we are constantly working toward product improvement, this manual is intended to be a general guide only. The illustrations used in this manual may not match the equipment on the boat; they are intended only as general reference views.

This information is supplied with the understanding that the boat will be operated with good seamanship and attention to safe loading, safe operating conditions and safe speed. The manner in which the boat is loaded and operated is the responsibility of the operator.

DEFINITIONS

The following warnings are used in this manual and must be followed:



DANGER!

Denotes the presence of a hazard which carries a high risk of death or permanent disability unless appropriate precautions are taken.



WARNING!

Denotes the presence of a hazard which may cause death or injury unless appropriate precautions are taken.



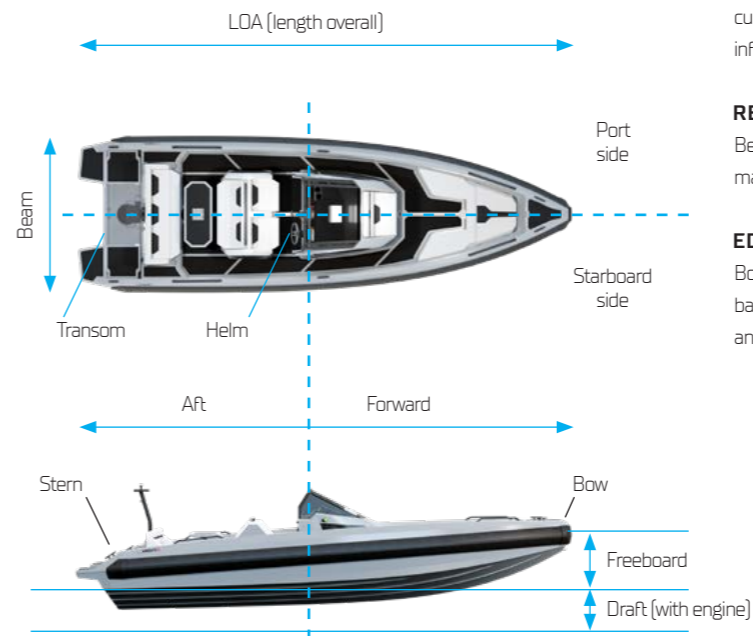
CAUTION!

Is used to highlight a safe procedure or to warn against an unsafe procedure which may cause an injury or damage the boat or its components.

The units of measurement used in this manual refer to the International System of Units (SI). In some cases, other units may have been added in brackets. Wind speed is an exception to this rule. The Recreational Craft Directive uses the Beaufort scale to indicate wind speeds, and for consistency this manual uses the same scale.

BOAT TERMINOLOGY

It is important that you understand, learn and use appropriate and common nautical terminology while boating to ensure operator safety and the safety of others.



NOTE

INSURANCE

The boat shall be insured before use. Depending on the conditions, insurance may include damage that occurs during use, transport and storage of the boat. If you intend to lift your boat out of the water, check that it is covered by your insurance.

The insurance also has an indirect impact on maritime safety. If a serious incident occurs, it means that you can concentrate on saving lives, instead of property. Detailed information is given by the conditions of your insurance.

REGISTRATION

Before you use your boat, check if it needs to be registered or falls under other demands by authorities.

EDUCATION

Boat clubs and national boat associations offer literature and courses that provide basic knowledge of seamanship. But to master a boat at sea, at mooring, at anchoring and navigating, many years of practice are required.

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- Construction Class: C
- Certification
- Identification
- Model Specifications
- Applicable Standards
- Declaration of Conformity
- Warranty
- Owner
- Signature

ALWAYS CHECK!

WEATHER

Consider the prevailing wind speed, waves and visibility to ensure that the boat's CE class, size and the skill of the captain and crew are suitable for the intended water.

SEA CHART

If you aren't familiar with the water you will be travelling at, be sure to have a sea chart that cover the area sufficiently.

SECURITY

The safety equipment required by regulations and the weather conditions must be on board, such as life jackets, safety harnesses, paddles, ropes, anchor, emergency flare, fire extinguisher, etc.

The captain must immediately attach the dead man's control, at him self, as soon as the boat leaves the dock.

LOAD AND STOWAGE

Check that equipment, accessories and luggage are properly stowed and secured, even in difficult conditions and strong wind.

Don't overload the boat. Make sure that the load is correctly stowed, considering the boat's balance. Heavy objects should be placed as low as possible to ensure the boat's stability.

ENGINE AND EQUIPMENT

Check that the battery is charged, the maneuvering and electrical equipment are working and are in good condition.

Inspect the engine in accordance with the engine manual.

Check the general seaworthiness and that there are no water or fuel leakage in the boat.

FUEL

Make sure there is enough fuel in the tank.

OIL

Make sure the oil level is sufficient.

QUALITY

Check the engine manual for fuel and oil quality.

BACKUP

Always include an extra fuel tank and an extra engine oil to avoid deficiency.

BEFORE DEPARTURE

Decide with the crew, about who lay off the mooring lines, before you leave the dock.

Ensure that all mooring lines are stowed inside the boat so they won't get stuck in the propeller during departure, travelling or arrival.

BEFORE START

- Check that
- Main power is switched on.
 - The fuel tap is open.
 - The throttle is in neutral.
 - Dead man's control is connected.



CAUTION!

It is the responsibility of the owner / driver to have the necessary knowledge of the information in owner and engine manuals as well as manuals for other related equipment before the boat is used.

SAFETY EQUIPMENT

The safety equipment that boat and weather conditions requires must be on board, such as:

- Life jackets
- Safety harnesses
- Paddles
- Mooring lines
- Anchor with rope
- Fire extinguisher
- Emergency flares
- Bucket (fixed)

The boat operator shall immediately attach the dead man's control to to their person before starting the engine.

It is the boat operator's responsibility to ensure that all required safety equipment is on board and complies with national and local regulations.

A TIP

A membership in a national maritime rescue organization can mean benefits such as free assistance, even if acute danger does not exist.

SEAMANSHIP

NAVIGATION RULES

At sea the international waterway rules (COLREG) shall be followed and the driver of the boat is responsible to obey them.

GENERAL RULES

- Navigate safely and make sure, that the sea charts are up to date.
- Always adapt the speed to prevailing conditions and surroundings.
- Pay attention to the wave height.
- Think about the passengers and their comfort.
- Do not make large waves that may disturb the surroundings.

LOAD AND STOWAGE

Don't overload the boat. Stow the load so that the boat's balance does not change in the lateral and longitudinal direction. Heavy objects must be placed as low as possible in order to maintain the boat's stability and prevent the risk of capsizing.

Make sure that all equipment, accessories and luggage are properly stowed so that everything is secured even in the event of strong wind and severe wave conditions.



WARNING!

Cargo displacement changes the boat's balance and degrades its handling characteristics. In the worst case, it can make the boat unable to maneuver.

APPROVED SEATINGS AT RIDE

RESPONSIBILITY

It is always the boat operator's responsibility to ensure that all passengers are seated correctly.

APPROVED SEATING

Green dots mark the approved seating positions on each model. The maximum number of persons and total load, according to U.S. regulations, must not be exceeded.

The boat operator is always responsible for ensuring that the total weight of the passengers and any additional load does not exceed the maximum permitted limit.

It is also the boat operator's responsibility to adjust the speed according to prevailing conditions and surroundings to ensure the comfort and safety of the passengers.

IRON 647

Max load: 820 kg*/1810 lb*

Max persons: 6

* Including engine



IRON 707

Max load: 970 kg*/2140 lb*

Max persons: 6



IRON 767

Max load: 1130 kg*/2490 lb*

Max persons: 8



IRON 827

Max load: 1150 kg*/2535 lb*

Max persons: 9



IRON 827 Coupe

Max load: 900 kg*/1985 lb*

Max persons: 6



IRON 907

Max load: 1210 kg*/2670 lb*

Max persons: 9



IRON 907 Coupe

Max load: 970 kg*/2140 lb*

Max persons: 7



MAN OVERBOARD

BOAT IN MOTION

When the boat is in motion, no one should sit, stand or occupy any place other than those intended for seating.

MAN OVERBOARD

If someone falls overboard, the boat operator shall command a crew member to keep their eyes on the person in the water, to help the boat operator return to the person safely and as quickly as possible.

The boat operator shall also press the «Man Overboard» button on the GPS immediately to ensure a safe route back to the person in the water.

PEOPLE IN THE WATER

If a person suddenly appears in the water around the boat – pull the dead man's control (emergency shutdown) to turn off the engine – and prevent the propeller from causing serious personal injury.

REBOARDING



SWIM LADDER FOR REBOARDING

The foldable swim ladder is mounted under the swim platform on the starboard side. To unfold it, lift the latch and pull out the swim ladder. It is accessible from the water.



DANGER!

The engine shall be turned off. When the swim ladder is used.



DANGER!

If a shutdown of the engine is not possible in an emergency, the driver must ensure that the engine's gear selector is in neutral, if a person is in the water close to the boat.



CAUTION!

Remember to remount and lock the swim ladder after use.

LIFE RAFT STOWAGE

OPEN MODELS

On open models, IRON 647–907, the recommended location for the life raft is in the storage compartment at the front of the steering console.

COUPE MODELS

On the IRON 827 Coupe and IRON 907 Coupe, the recommended location for the life raft is in the storage compartment at the front of the coupe.

IRON 647



IRON 707



IRON 767



IRON 827



IRON 827 Coupe



IRON 907



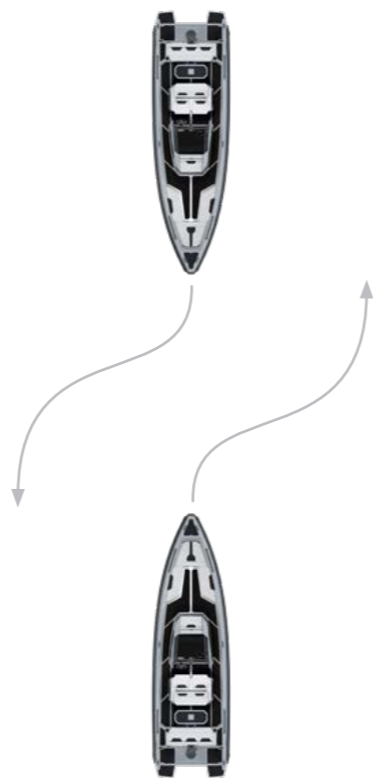
IRON 907 Coupe



GENERAL MARITIME RULES



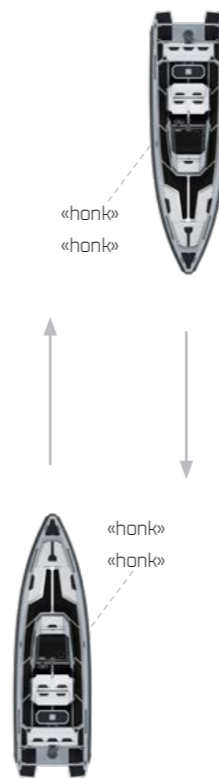
MEETING
HEAD TO HEAD



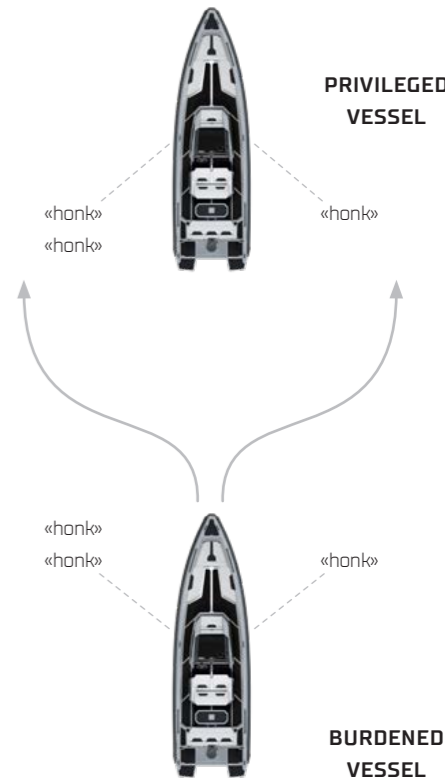
PASSING
PORT TO PORT



PASSING
STARBOARD TO STARBOARD



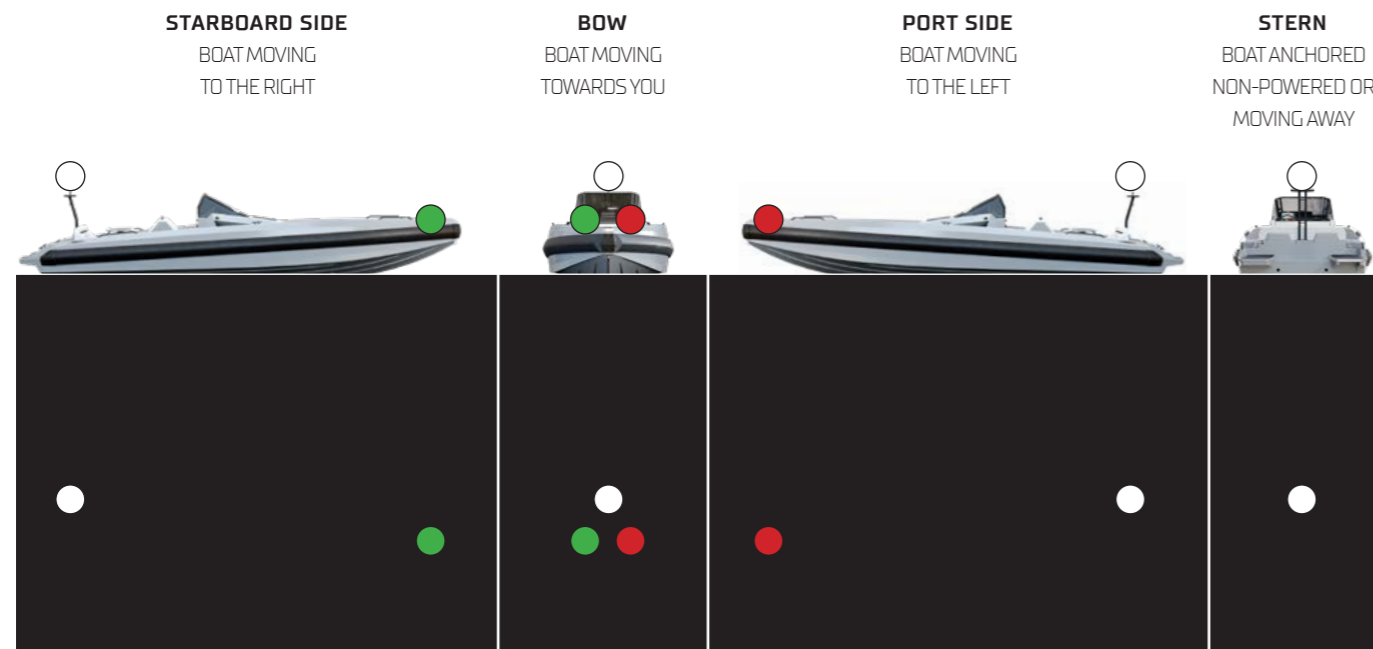
OVERTAKING / PASSING



NAVIGATION LIGHTS AND NIGHT OPERATION

Navigational lights are intended to alert other boats to your presence and course and their use is essential to boating safety and the prevention of collisions.

Knowledge of navigation lights is necessary for the boat operator.



GENERAL NAVIGATION MARKS

THE BOAT OPERATOR'S RESPONSIBILITY

It is the boat operator's responsibility to possess the necessary knowledge of navigation marks and signposts on waterways – ranging from international to national and local levels. Always check your local sea chart.

INTERNATIONAL ORGANIZATION FOR MARINE AIDS TO NAVIGATION

IALA regulates the international standards, which are divided into two regions: A and B, as described below. For more information, please visit <https://www.iala.int> or consult your national authority's website.

REGION A

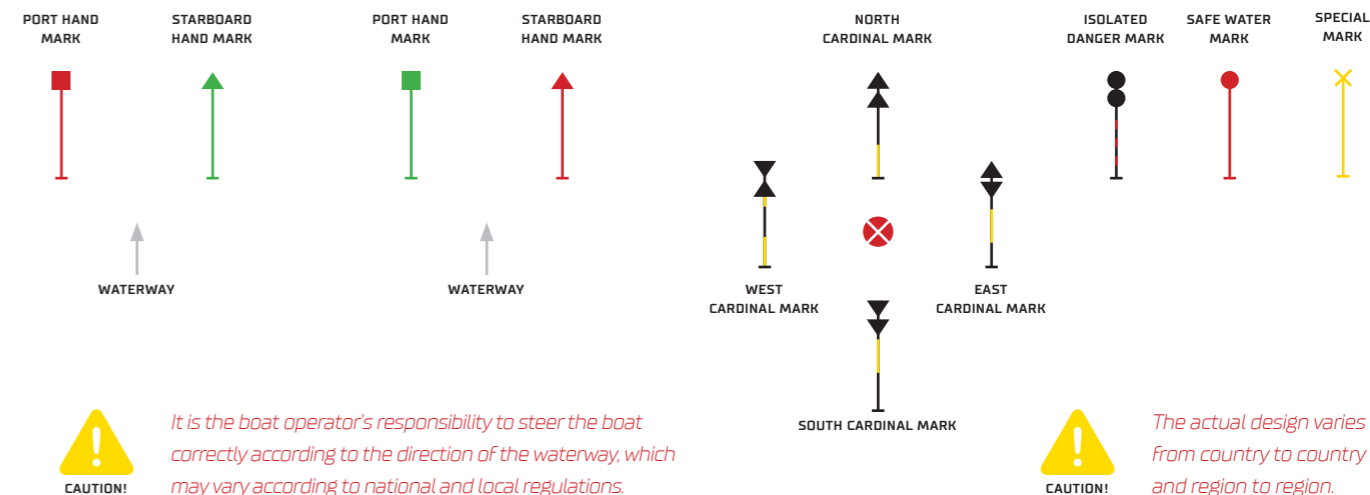
Africa, Asia, Australia, Europe and Middle East

REGION B

North America, South America, Japan, Korea, and the Philippines.

REGION A + B

Worldwide.



FIRE PROTECTION

IRON Boats comes with an aerosol fire extinguisher that suffocates the fire with a non-toxic smoke. Its capacity corresponds to a two-kilo powder fire extinguisher and it can be used against fire in fuel, hull and electronics. The fire extinguisher has a service life of 5 years and must then be replaced.

LOCATION OF FIRE EXTINGUISHER

The fire extinguisher is placed under the sofa in the aft at the port side.

Always check that the fire extinguisher is easily accessible and inform the boat's crew of where it is located and how it is used.

Regularly check that there is no fuel spill in the bilge or elsewhere in the boat. Smell of petrol is a clear sign of fuel leakage and must be remedied immediately.



CAUTION!

Never cover the ventilation openings of the boat designed for the ventilation of fuel fumes.



CAUTION!

Secure that fire extinguisher and main switch always are easy accessible.



CAUTION!

Never change the boat's electric and fuel system or let an uneducated person work with them.

The fire extinguisher is placed under the sofa in the aft at the port side.



IN CASE OF FIRE

1. PUT THE PASSENGERS IN SAFETY

2. TURN OFF THE ENGINE

(at the instrument panel)

3. TURN OFF THE MAIN SWITCH

(at the front of the sofa)

4. TURN OFF THE FUEL TAP

(under the inspection hatch)



5. GET THE FIRE EXTINGUISHER – EXTINGUISH THE FIRE

(under the sofa, at the port side)

6. WARN NEARBY BOATS

7. MAKE AN EMERGENCY CALL

WARNING SIGNS AND LABELS (USA)

1. WARNING

Failure to follow these warnings could result in severe injury or death.

WARNING
Failure to follow these warnings could cause SEVERE INJURY or DEATH.

- CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.**
 - Engine and generator exhaust outlets and colorless carbon monoxide gas.
 - Signs of carbon monoxide poisoning include nausea, headache, dizziness, weakness, and lack of consciousness.
 - MOVE TO FRESH AIR if anyone shows signs of carbon monoxide poisoning.
- CHECK WEATHER FORECAST BEFORE DEPARTING DOCK and heed all weather advisories.
- WEAR SAFETY LANYARD at all times while operating boat to prevent unassisted operation.
- NEVER OPERATE WHILE UNDER THE INFLUENCE of drugs or alcohol.
- DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED fore and aft and on both sides of the boat to avoid poor handling, sudden loss of control, swerving and/or capsizing.
- PASSENGERS SHOULD WEAR U.S. COAST GUARD APPROVED LIFE JACKETS.
- MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY. To avoid passengers being overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales or outboard deck edge while boat is moving.
- REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS for water conditions and environment at all times. Manoeuvring at high speeds to land, and sudden turns may cause loss of boat control.
- KEEP PROPER LOOKOUT AND SAFE DISTANCE in conditions at all time to avoid collisions.
- OBIEY APPLICABLE NAVIGATION RULES AND BOATING LAWS.
- USE CAUTION AND PROPER LIGHTING during night time and boating in adverse weather.
- READ THE OWNER'S MANUAL AND COMPLETE THE BOAT'S PRE-OPERATION CHECKLIST prior to boat operation.

2. WARNING

Leaking fuel.

WARNING
AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL.
INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

3. WARNING

Maximum engine weight

WARNING
THIS BOAT HAS BEEN DESIGNED FOR A MAXIMUM OUTBOARD ENGINE WEIGHT OF **0000 LBS.** READ THE OWNER'S MANUAL.

4. WARNING

Wakeboard.

WARNING
THE LOAD SHOULD NOT EXCEED 400 POUNDS (180 KG). OVERLOADING THE BOAT TOWER MAY CAUSE INJURY AND/OR EQUIPMENT DAMAGE. DO NOT TOW HEAVY LOADS SUCH AS KITES OR BOATS.

5. WARNING

Rotating propeller.

WARNING
ROTATING PROPELLER OF THE ENGINE

6. WARNING

WARNING
FUEL TANK

7. FRESH WATER

CAUTION
NON-POTABLE WATER. DO NOT DRINK.

8. SALT WATER

CAUTION
Raw water. Open the faucet before use. Close the faucet after use. Read owner's manual.

9. DANGER

Carbon monoxide (CO) can cause brain damage or death.

DANGER
Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.

10. WARNING

Rotating propeller may cause serious injury or death.

WARNING
Rotating propeller may cause serious injury or death. Shut off engine when near persons in the water.

11. TRASH OVERBOARD LABEL

Aims to eliminate and reduce the amount of garbage dumped into the sea from ships.

It is illegal for any vessel to dump plastic ANYWHERE in the ocean or navigable waters of the United States. Annex V of MARPOL TREATY is an International Law for a cleaner, safer marine environment. Violation of these requirements is a Class D felony and may result in a civil penalty, up to a \$25,000 fine and imprisonment.

U.S. lakes, rivers, bays or sounds and 3 miles from shore	3 to 12 miles	12 to 25 miles	Outside 25 miles
ILLEGAL TO DUMP: Plastic and Garbage Paper Rags Glass Food	ILLEGAL TO DUMP: Plastic Dunnage, lining and packing materials that float, also if not ground to less than one inch	ILLEGAL TO DUMP: Plastic Dunnage, lining and packing materials that float	ILLEGAL TO DUMP: Plastic
Metal Crockery Dunnage	Paper Crockery Rags Metal Glass Food		

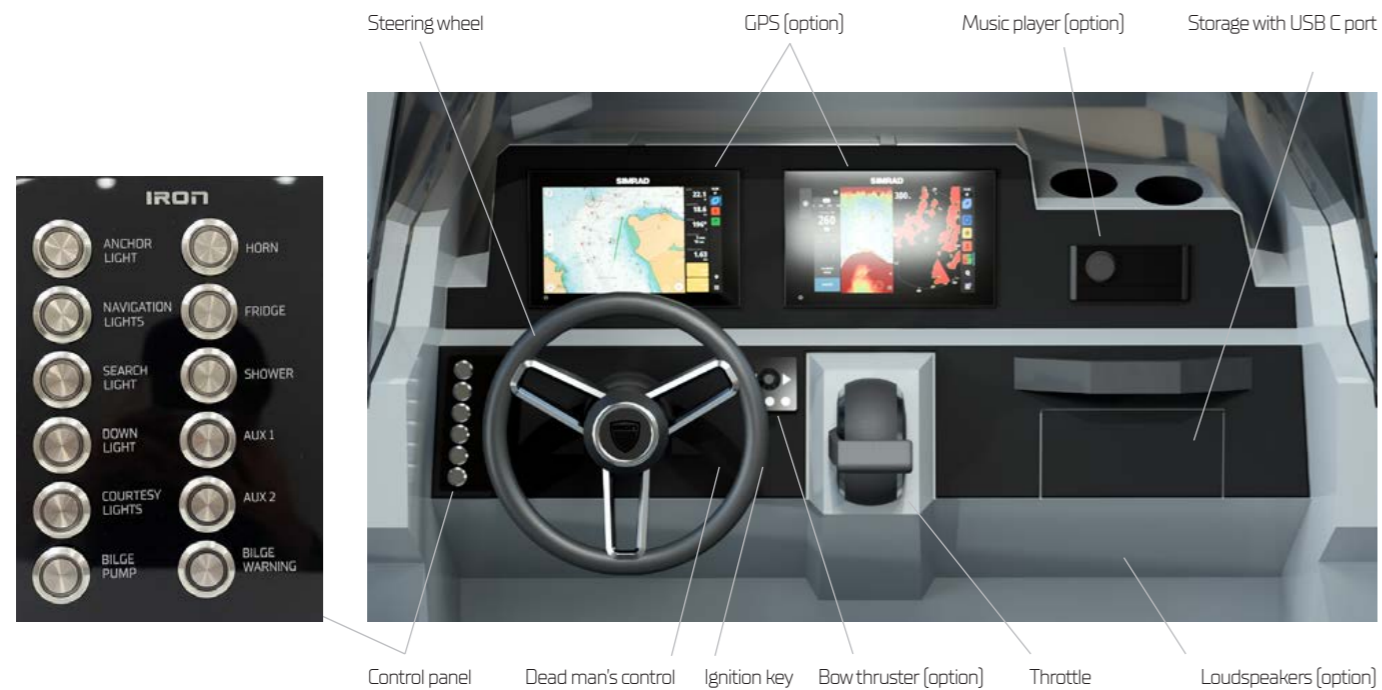
Regional state and local regulations may further restrict the disposal of garbage. The discharge of all garbage into the Great Lakes or their connecting or tributary waters is prohibited.

12. OIL DISCHARGE LABEL

Discharge of oil prohibited.

DISCHARGE OF OIL PROHIBITED
THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OIL WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES, OR THE WATERS OF THE CONTIGUOUS ZONE, OR WHICH MAY AFFECT NATURAL RESOURCES BELONGING TO, APPROPRIATING TO, OR UNDER THE EXCLUSIVE MANAGEMENT AUTHORITY OF THE UNITED STATES, IF SUCH DISCHARGE CAUSES A FILM OR DISCOLORATION OF THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO SUBSTANTIAL CIVIL PENALTIES AND/OR CRIMINAL SANCTIONS INCLUDING FINES AND IMPRISONMENT.

STEERING CONSOLE



CAUTION! Also read the manuals for: Steering system; Throttle (engine's manual); extra equipment such as GPS and Music player etc.



CAUTION! Steering console cover must always be attached, when the boat is not in use, to ensure water tightness and prevent water from entering dashboard installations.

MANEUVERING

The hull of the IRON Boats are smooth running and stable with predictable handling characteristics. But it is always the boat's driver who is responsible to adapt the boat's speed to the current circumstances, such as weather, wind and waterway rules.

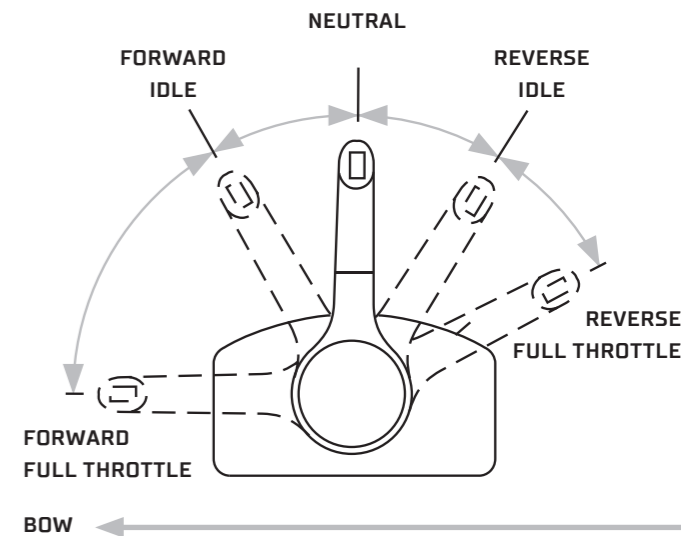
MAXIMUM SIGHT

Ensure maximum sight in front of the boat, in accordance with international maritime regulations (COLREG).

ALSO ENSURE THAT:

- Passengers are placed so they won't obstruct the captain's view.
- The boat isn't driven on the planing threshold, so the sight is prevented.
- An eye is kept backwards, to detect boats that comes from behind.
- Faster boats can pass safely, in crowded sea-lanes.
- Navigation lights is used in the dark and under limited visibility.

THROTTLE



WARNING! At full speed, the boat get more difficult to handle and fast turns can lead to lost control. Therefore, always slow down before sharp turns, regardless of direction.



WARNING! Lower the speed when the wave height increases, as waves affect the boat's maneuverability.

STEERING

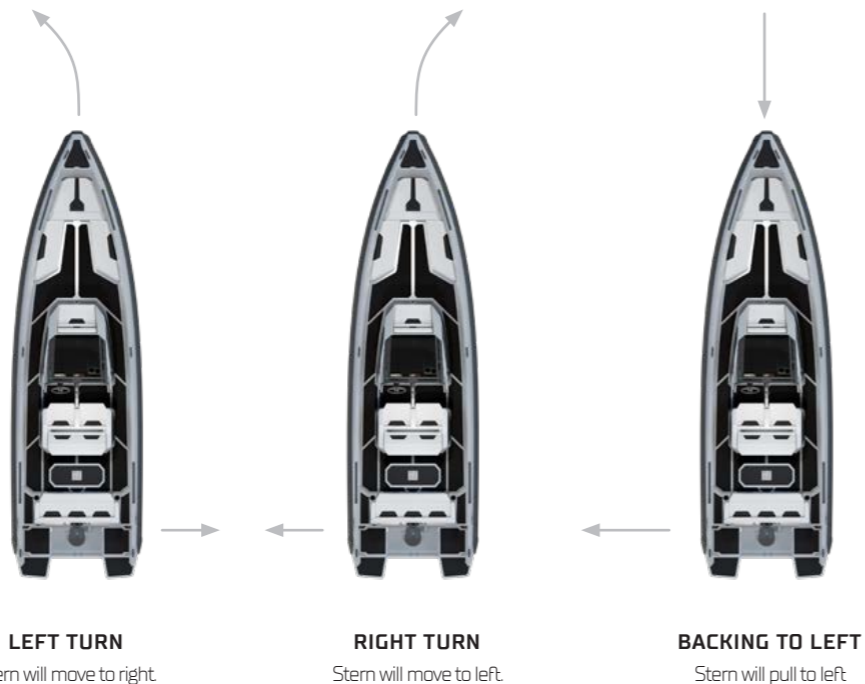
Steering a boat is very different from steering an automobile. It is far more difficult and requires time and practice to master.

When steering a boat, it is important to understand the causes and effects of turning. Since both thrust and steering are at the stern of the boat, the stern will push away from the direction the steering wheel (helm) is turned.

Steering in reverse has its own challenges.

Steering in wind or water currents is difficult and requires skill to be able to anticipate and compensate for these effects.

At low engine speeds thrust is reduced, and a loss of steering control can occur.



POWER TRIM

CORRECT



IN TOO FAR



OUT TOO FAR



POWER TRIM

Allows you to raise or lower the bow for optimal performance when driving. Complete information can be found in the engine's manual.

USE THE POWER TRIM TO PLANE FASTER

- If you want the boat to plane, trim down the bow.
- When the boat is planing, raise the bow until the boat begins to stomp or the propeller lose its grip. Then lower the bow until the running becomes stable and use the speedometer to optimize the trim angle.

POWER TRIM IN HEAD- OR DOWNWIND

- Headwind: Lower the bow slightly, until the boat's running gets even.
- Downwind: Raise the bow slightly so that the boat does not plow through the waves.



WARNING!

Be very careful when using the power trim at high speed, since it affect the boat's behaviour.



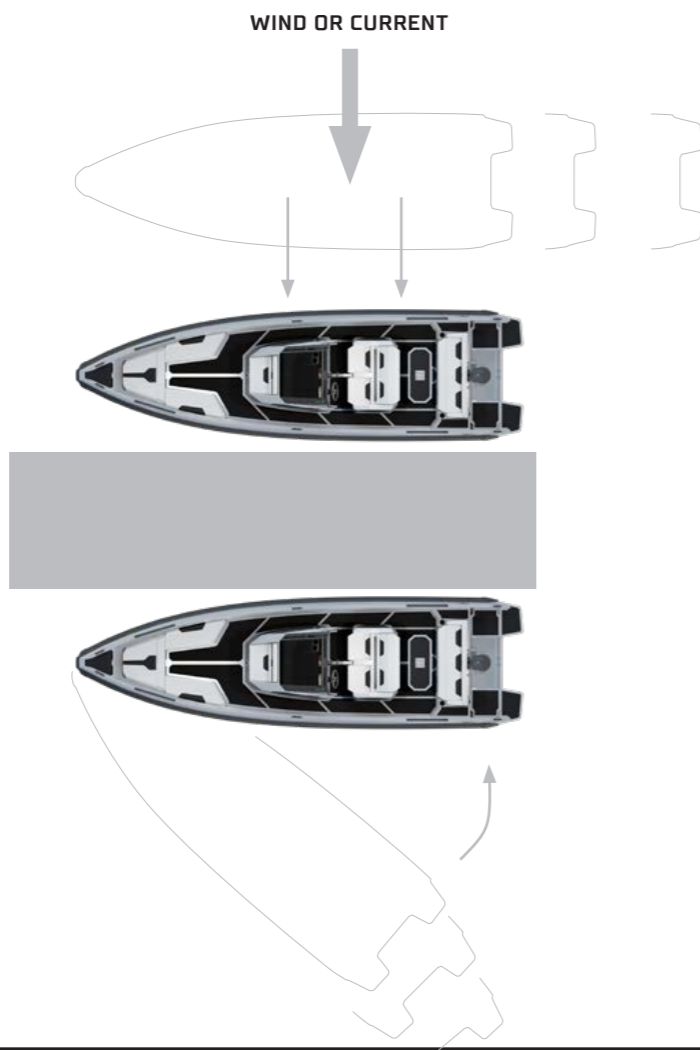
WARNING!

Do not trim the bow too low at high speed, as it can make the boat's movements unpredictable.

DOCKING

Always check wind and current conditions before approaching a dock to ensure safe mooring.

Instruct your crew members on how they can assist during mooring.



WARNING!

Inform your crew to never have their hands or feet outside the boat to prevent crush injuries.

MOORING

If possible, lock the boat sideways by crossing the mooring lines at transom. Make sure they are not touching the propeller.



CAUTION!

Mooring shall be done in harbours or protected water.

Wind and wave direction shall also be considered.

When mooring longships, the boat must be secured with one or two so-called "spring" that lock the boat lengthwise. Use fenders if you are mooring to an industrial or poorly maintained dock, to avoid aesthetic damages.

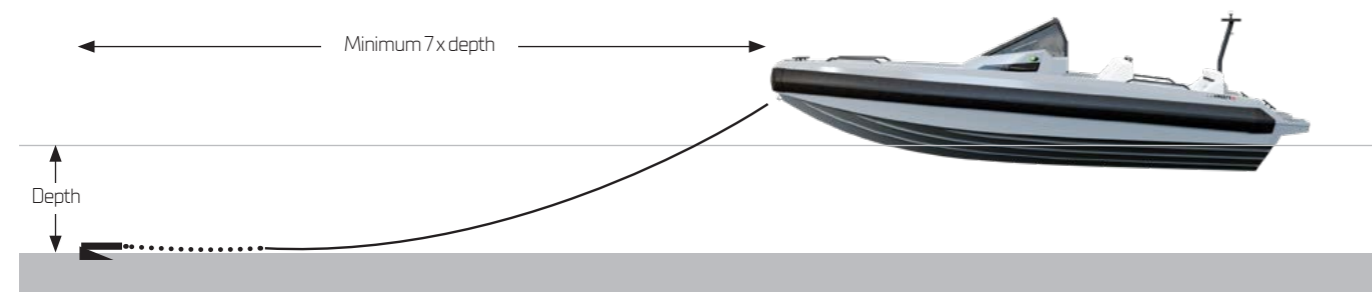
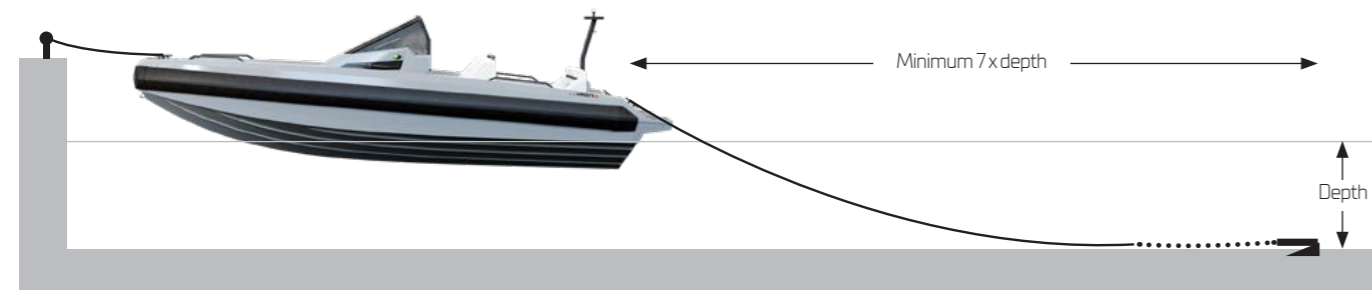


CAUTION!

Always leave a little "slack" in mooring lines, at fixed docks so the boat can move vertically with the water.

ANCHORAGE

When you anchor, the anchor line should always be at least 7 x depth. For best grip, use a few meters of chain between the anchor and the anchor line, since the chain prevents the anchor from being moved by the boat's motions.



TOWING

TO TOW – always use both mooring points at transom – and drive carefully!
– this also applies to tow an air filled ring or mattress.



GET TOWED – attach the towing line to the towing eye, under the bow
– request the towing boat to drive carefully!



WARNING!

The towing line is exposed to great forces and if it goes off, the loose end can become deadly.

Therefore, use a sufficiently strong towing line and avoid being directly in front of the towing line.



CAUTION!

*The waterski pole may never be used for towing or to ride any kind of airfilled ring or mattress.
The maximum load is 90 kg.*

RANGE

MODEL

LOA (length overall)
Beam
Weight
Fuel tank
Max load
Max persons

IRON 647

6,52 m / 21 ft 5 in
2,44 m / 8 ft
1 000 kg / 2 200 lb
175 l / 46 gal
820 kg / 1 810 lb
6

IRON 707

7,12 m / 23 ft 4 in
2,44 m / 8 ft
1 150 kg / 2 550 lb
192 l / 51 gal
970 kg / 2 140 lb
7

IRON 767

7,72 m / 25 ft 5 in
2,44 m / 8 ft
1 300 kg / 2 850 lb
262 l / 69 gal
1 130 kg / 2 490 lb
8

IRON 827

8,32 m / 27 ft 4 in
2,44 m / 8 ft
1 450 kg / 3 200 lb
302 l / 80 gal
1 150 kg / 2 535 lb
9

IRON 827 Coupe

8,32 m / 27 ft 4 in
2,44 m / 8 ft
1 700 kg / 3 750 lb
302 l / 80 gal
900 kg / 1 985 lb
6

IRON 907

8,92 m / 29 ft 3 in
2,44 m / 8 ft
1 700 kg / 3 750 lb
350 l / 92 gal
1 210 kg / 2 670 lb
9

IRON 907 Coupe

8,92 m / 29 ft 3 in
2,44 m / 8 ft
1 900 kg / 4 200 lb
350 l / 92 gal
970 kg / 2 140 lb
7

ENGINE

Power (min-max)
Speed (appr.)

150-200 hp
40-45+ knots

175-250 hp
40-47+ knots

200-300 hp
40-50+ knots

250-450 hp
40-55+ knots

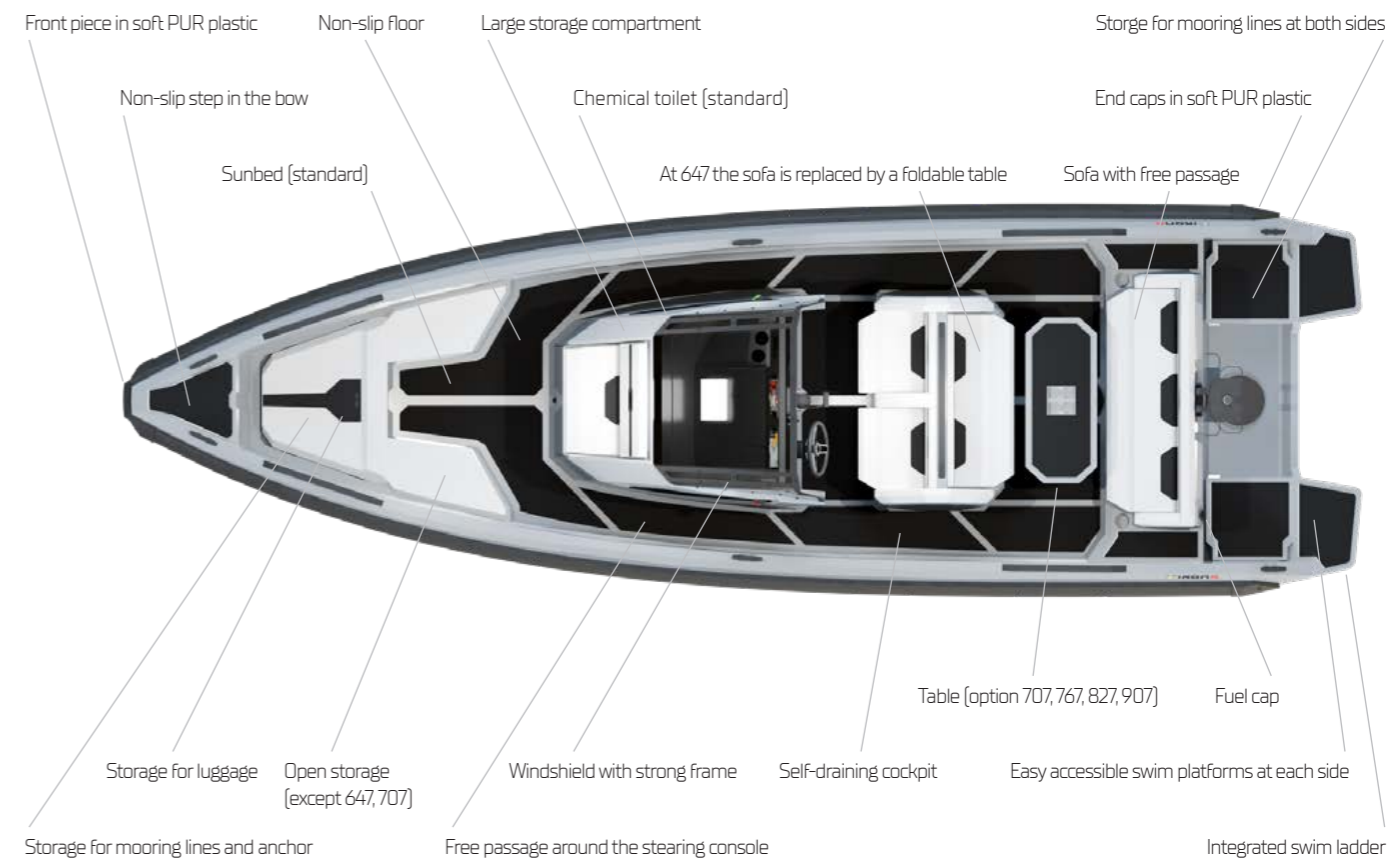
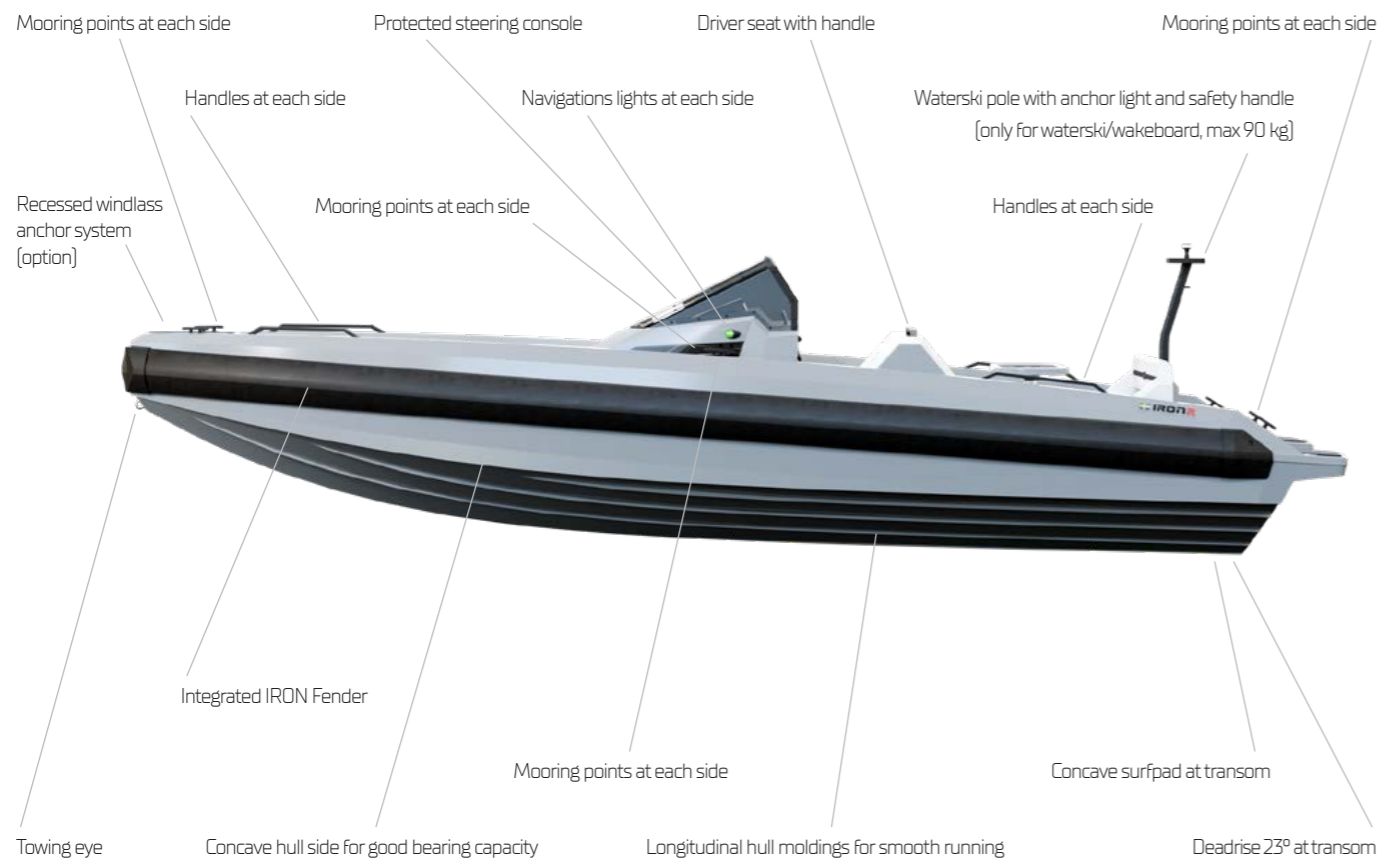
250-450 hp
40-55+ knots

300-500 hp
40-57+ knots

300-500 hp
40-55+ knots



GENERAL OVERVIEW



T-TOP IRON 647 - 827



IRON 647 - 827

All open IRON models can be bought with a T-top, in a matching hull color.

Length: 1,9 m / 6 ft 2 in

Width: 1,3 m / 4 ft 3 in

Standing height: 1,8 m / 5 ft 10 in

RETROFIT

All open IRON models can be retrofitted with a T-top.

T-TOP IRON 907



IRON 907

The T-top on the IRON 907 offers the same width with increased length for added coverage.

Length: 2,35 m / 7 ft 9 in

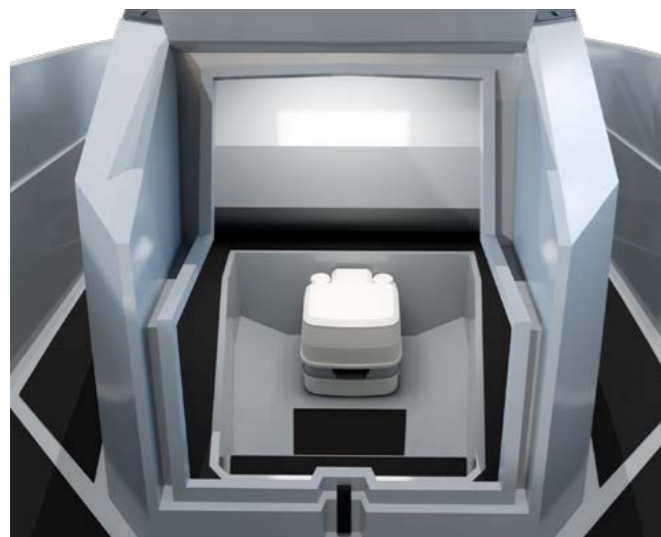
Width: 1,3 m / 4 ft 3 in

Standing height: 1,8 m / 5 ft 10 in

RETROFIT

IRON 907 can be retrofitted with a T-Top.

CHEMICAL TOILET – STANDARD



CHEMICAL TOILET – STANDARD ON ALL MODELS

On IRON 647 to IRON 907 models, the chemical toilet is mounted inside the centre console.



On Coupe models, the chemical toilet is mounted under the aft sofa on the starboard side, inside the coupe.

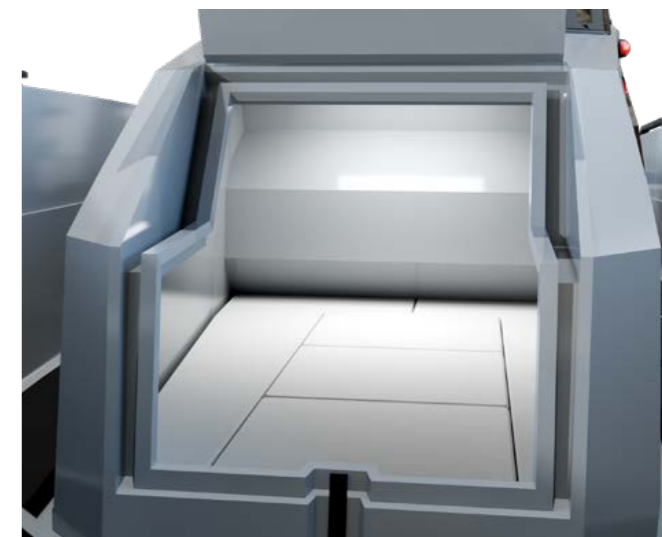
FRIDGE – OPTION



FRIDGE – OPTION

A fridge is an option on IRON 707 models and upwards. It is placed under the sofa behind the helm and has room for 20 litres.

907 SLEEP OVER

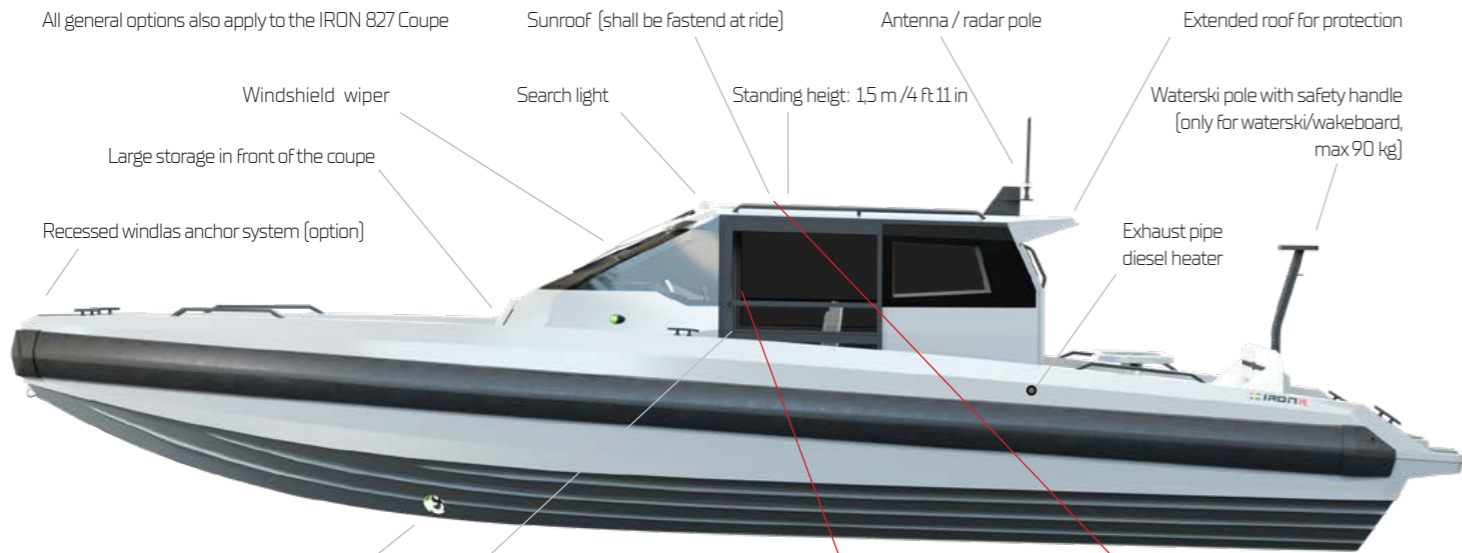


IRON 907 SLEEP OVER

The longer hull allows for a larger steering console, which also provides the option of overnight stays for those who are a bit more adventurous.

OVERVIEW COUPES

All general options also apply to the IRON 827 Coupe



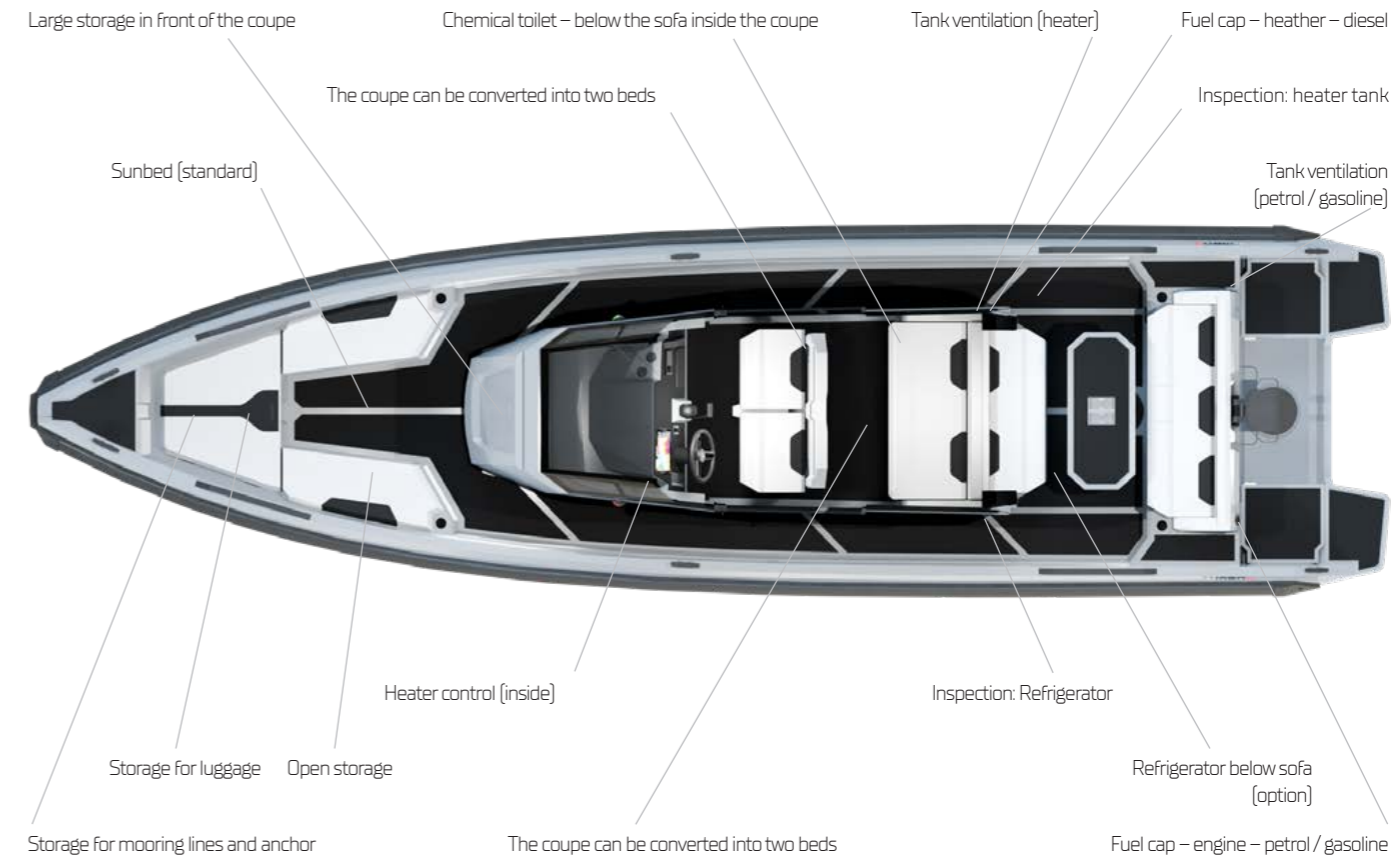
Sliding doors – if open at ride – they shall be fastened



WARNING!
Secure sliding doors before operating the vessel.
Keep hands clear while underway—doors may come loose.



WARNING!
Secure the sunroof before operating the vessel.
Do not stand in the sunroof while underway—it may come loose.



COUPE FEATURES



CAUTION!

When driving with closed doors your senses become limited. Therefore you must ensure that you have full attention during all maneuvers. Also avoid any kind of hasty and drastic changes in course and speed, when driving.

Deck lighting Interior lighting Windshield wiper Heater



HEATER

A heater is a good option to keep the windows clear when driving and to maintain comfort on colder days and overnight stays.

When equipped with a heating system, the controls are placed above the windscreen at the helm.



SLEEP OVER

The coupe can be converted into two beds by removing the backrest of the pilot seats.

STANDARD EQUIPMENT

	IRON 647	IRON 707	IRON 767	IRON 827	827 Coupe	IRON 907	907 Coupe
Integrated IRON Fender	X	X	X	X	X	X	X
LED Navigation lights	X	X	X	X	X	X	X
Fire-extinguisher	X	X	X	X	X	X	X
Electric bilge pump	X	X	X	X	X	X	X
Waterski pole	X	X	X	X	X	X	X
Swim ladder	X	X	X	X	X	X	X
Swim platforms	X	X	X	X	X	X	X
Sunbed	X	X	X	X	X	X	X
Large storage compartments	X	X	X	X	X	X	X
Chemical toilet	X	X	X	X	X	X	X
Bow thruster				option	X	option	X

OPTIONAL EQUIPMENT

	IRON 647	IRON 707	IRON 767	IRON 827	827 Coupe	IRON 907	907 Coupe
Table	incl.	X	X	X	X	X	X
T-top	X	X	X	X	X	X	X
Sprayhood	X	X	X	X		X	
Console cover	X	X	X	X		X	
Aft sofa cover	X	X	X	X	X	X	X
GPS	X	X	X	X	X	X	X
Music player, blue tooth	X	X	X	X	X	X	X
Extra speakers	X	X	X	X	X	X	X
Refrigerator		X	X	X	X	X	X
Radar					X		X
Heather					X		X

STABILITY

IRON Boats are stable, while running, at rest and when moored thanks to its hull shape and good weight distribution. Keep in mind that the sea, breaking waves and the load affects the boat's stability. Keep the bilge dry since moving water always degrades stability. Also keep in mind that the boat's stability is affected by all types of towing.



CAUTION!

Check regularly that the bilge is dry, since freely moving water affects the stability.

BUOYANCY

IRON Boats are designed to float, even if the cockpit is water-filled.



Inspection hatch:
- Fuel tank

Inspection hatch:
- Bilge pump
- Self drainage check valves



CAUTION!

Check that all inspection hatches are properly closed before using the boat.

SELF DRAINAGE

Both the cockpit and the motor well are self drained. The bilge is drained by an automatic bilge pump.



Self drained motor well.

Drain plug

Self drained cockpit (with check valve).



CAUTION!

Make sure at least one bucket is on board, tied in the boat.



CAUTION!

Keep self-draining valves, at transom, clean of barnacles.

BILGE PUMP

IRON Boats are equipped with an electric bilge pump in the bilge. It runs automatically and the drainage capacity is 38 liters per minute.

On the instrument panel, the bilge pump, also can be started manually and the operation is indicated by a lit LED.

Regularly check the function of the bilge pump.

Always make sure that the bilge is as dry as it can be.



WARNING!

The bilge pump is not dimensioned to handle leaks caused by grounding or other damage to the boat's structure.



CAUTION!

Check regularly that the bilge pump is working and its protective grille and hoses are clean inside.

ENGINE

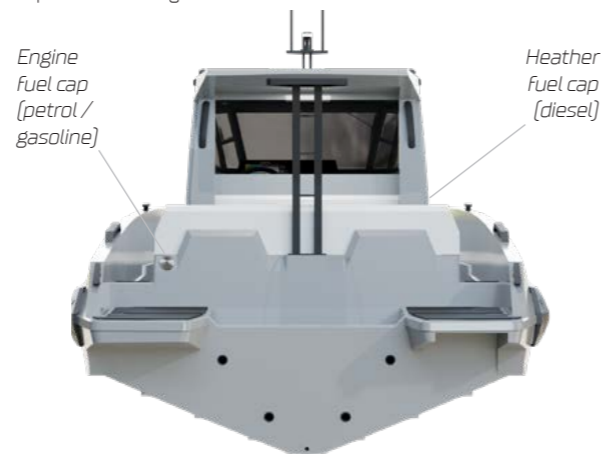
Each model of IRON Boats is tested meticulously with respective engine and propeller that it is delivered with. This means that every combination of boat, engine and propeller provides the best possible combination of comfort, performance, economy and seaworthiness.

CARE AND MAINTENANCE

Detailed information on care and maintenance can be found in the engine's manual, and must be followed in order for the engine's warranties to apply.

FUEL SYSTEM

The fuel cap is positioned on the port side, in front of the engine well. The fuel tank of stainless steel is located in the aft and reachable by the inspection hatch in the floor. After refueling, check that no fuel has leaked into the cockpit or the bilge. The type of fuel is specified in the engine manual.



CAUTION!

A replacement of the propeller changes the characteristics of the boat and is therefore not to recommend. If you still consider to replace the propeller, it is recommended to contact the seller or another expert.



DANGER!

When refueling the engine and all electrical equipment must be switched off.



DANGER!

All open fire must be extinguished, including cigarettes etc.

FUNCTIONS AND LOCATION



Battery box at starboard under the sofa in the aft.



The fire extinguisher is placed under the sofa in the aft.



The cockpit self-draining, with check valves at the bottom inside of the transom. The automatic bilge pump is placed between the check valves and outflows in the engine well, in the upper right corner of the picture.



Fuel tank of stainless steel, reachable from the inspection hatch in front of the sofa.



The self-draining check valves is reachable from the inspection hatch in the engine well.



Self drainers at each side of the cockpit

ELECTRIC SYSTEM



MAIN SWITCH

The main switch is located at star-board side of the sofa's front side (0 = off and I = on).



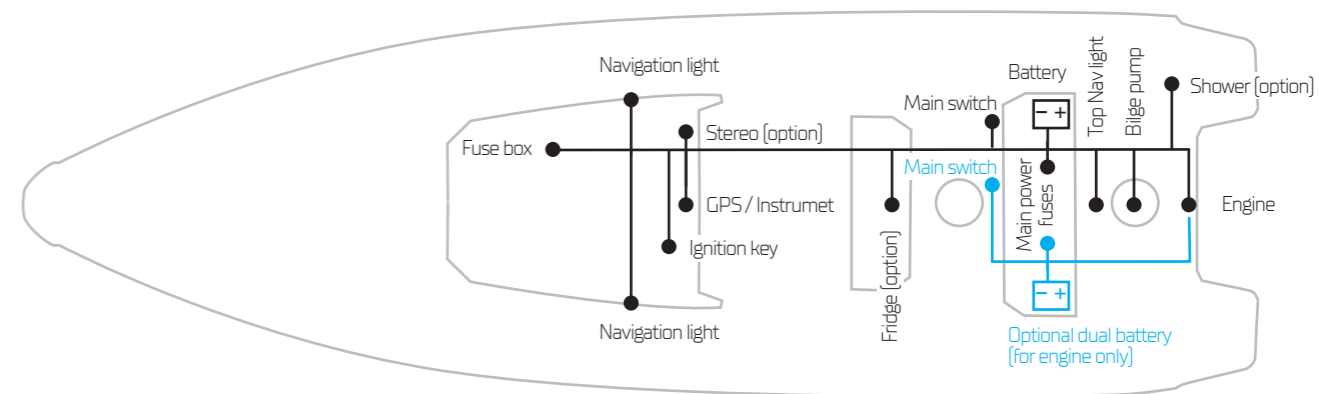
KEYPAD - BOAT FUNCTIONS

The relays connected to the keypad, is placed beside the blade fuses, inside of the steering console.

BILGE PUMP

The bilge pump runs automatically and is always in operating mode, as long as the battery is charged, regardless of the main switch.

LOCATION OF ELECTRICAL FUNCTIONS



CAUTION!

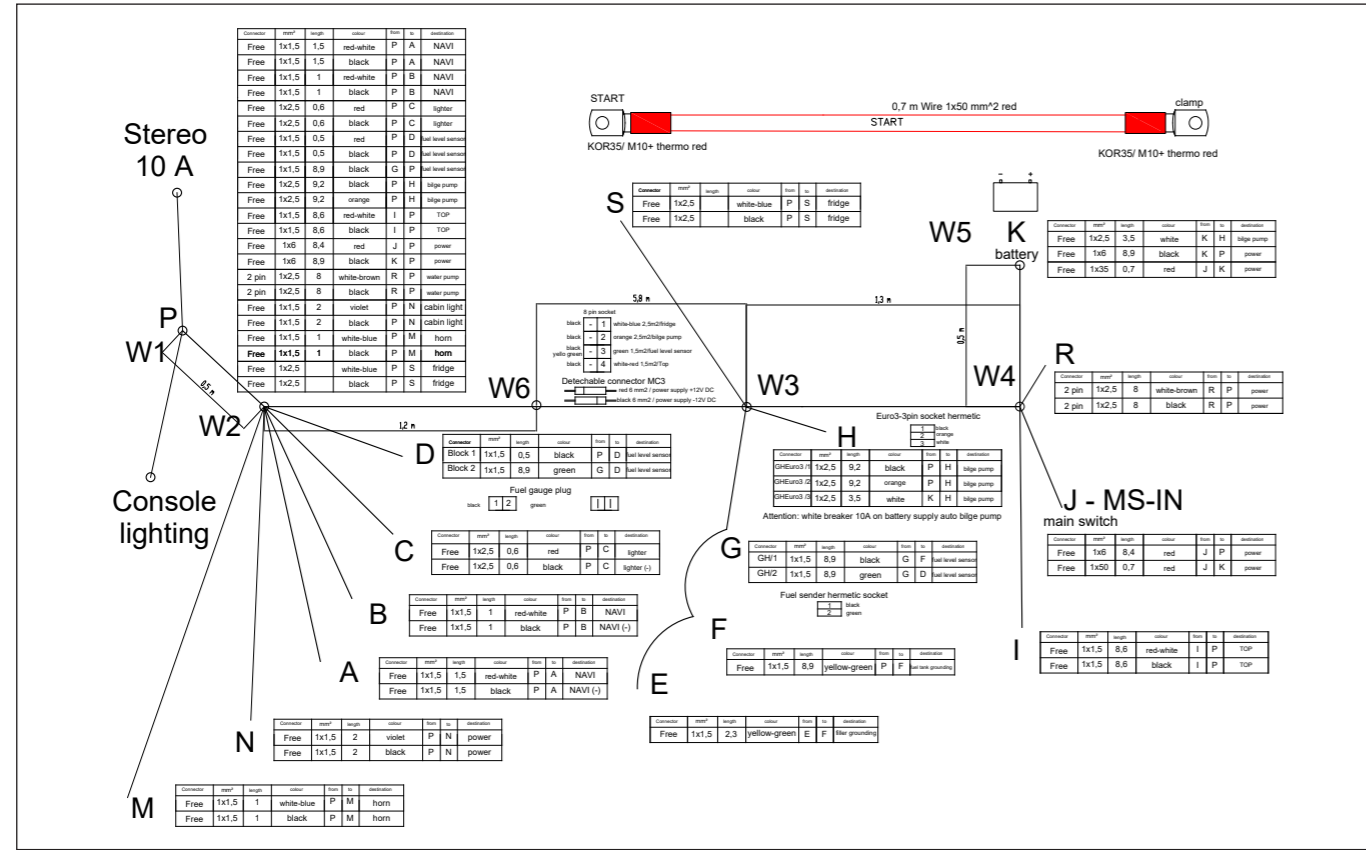
Remember to always keep some extra blade fuses onboard.



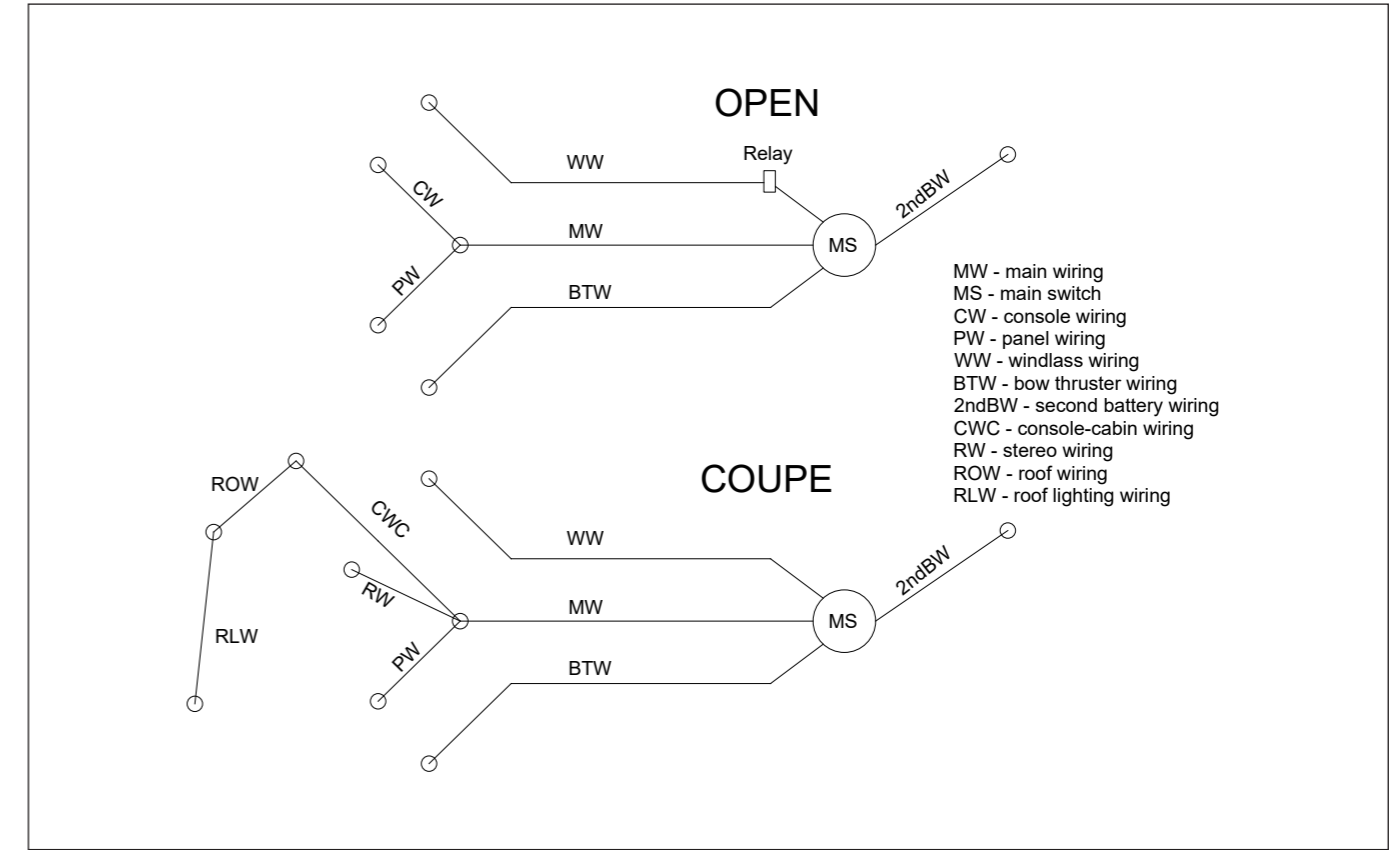
CAUTION!

See the engine manual, for the correct type of fuses.

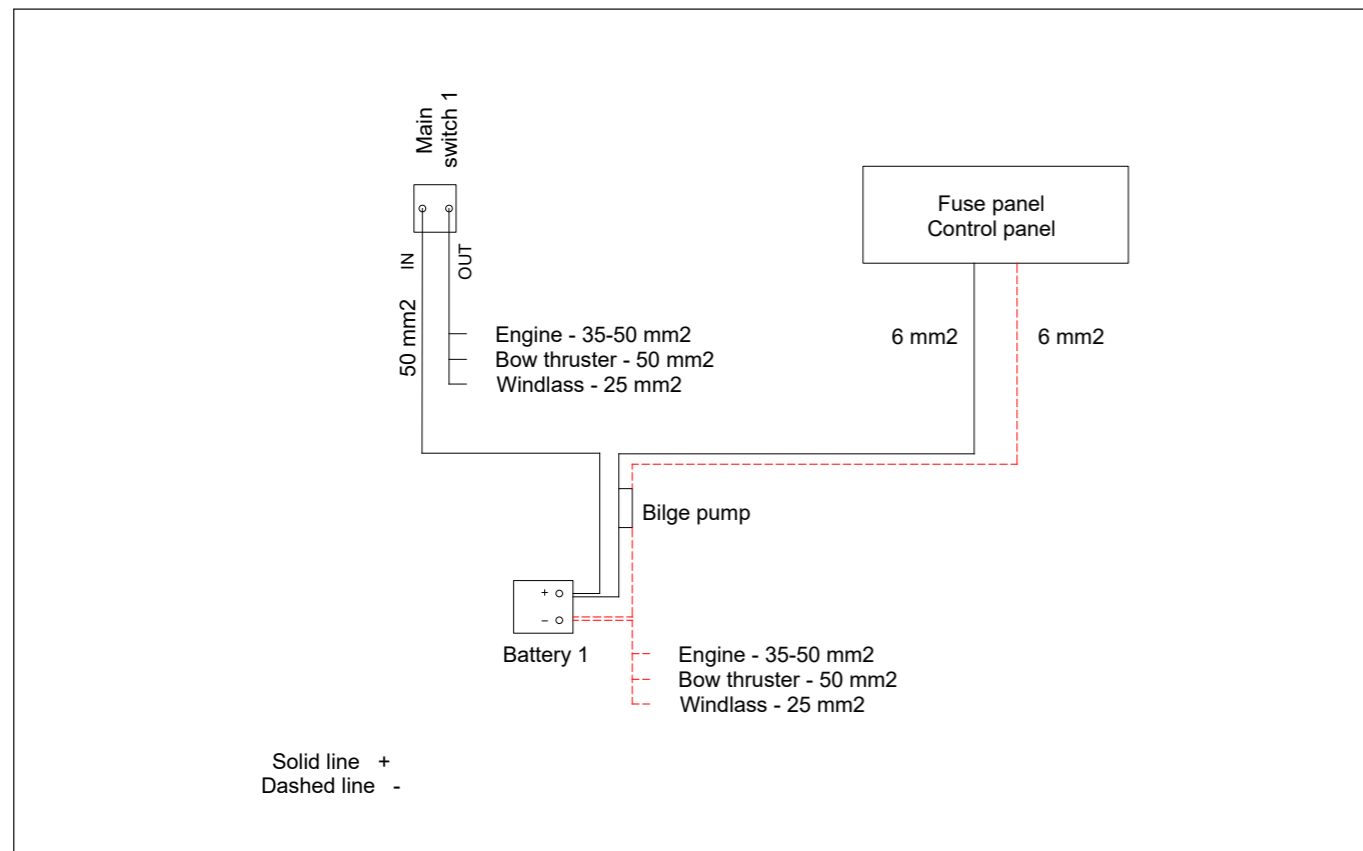
MAIN ELECTRICAL SYSTEM



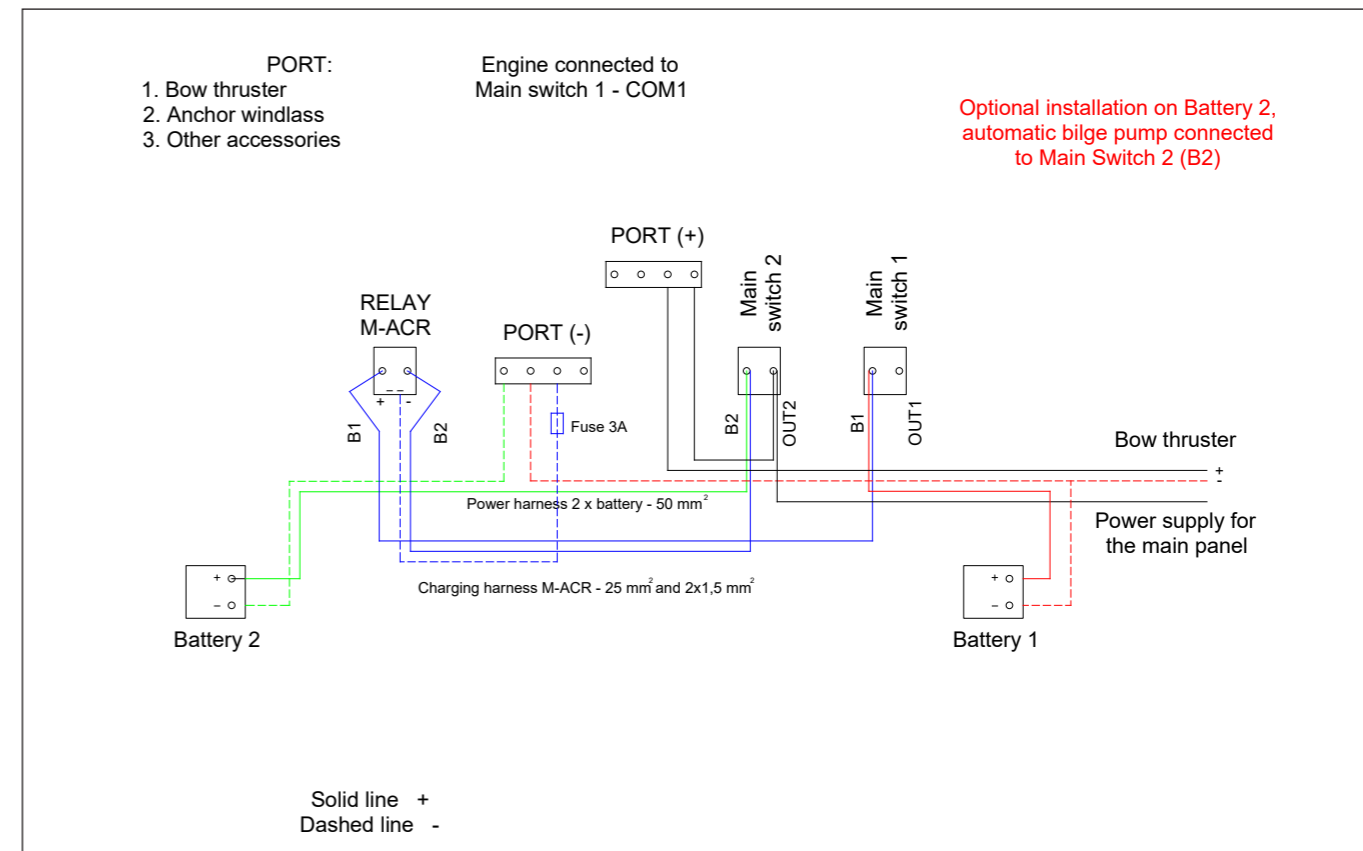
WIRING GENERAL DIAGRAM



SINGLE BATTERY SYSTEM - ALL MODELS

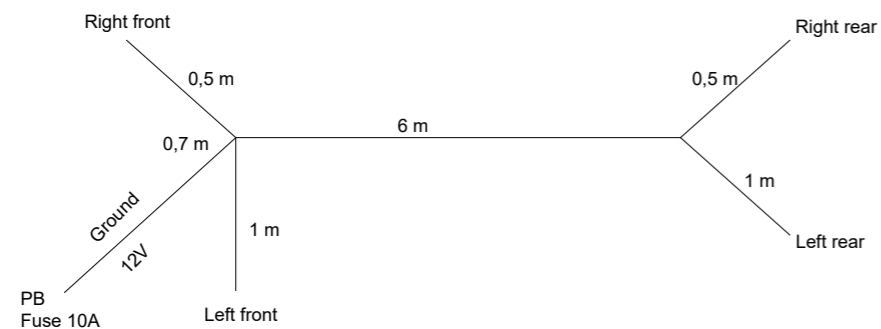


DUAL BATTERY SYSTEM - ALL MODELS



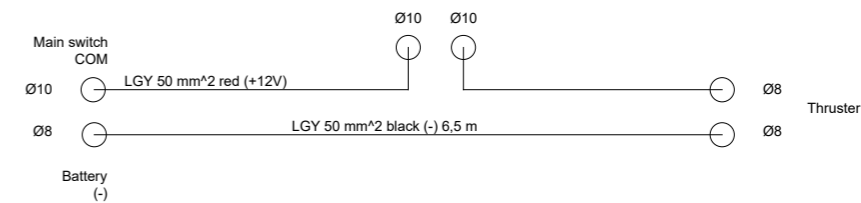
STEREO - ALL MODELS

1. IB Stereo wiring - powered by fuse panel
 Speaker wires - 2x1mm², power wires - 2x1,5mm²

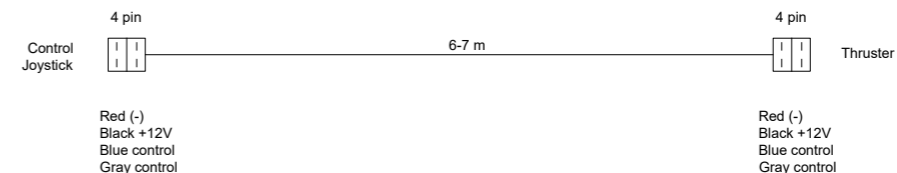


BOW THRUSTER - ALL MODELS

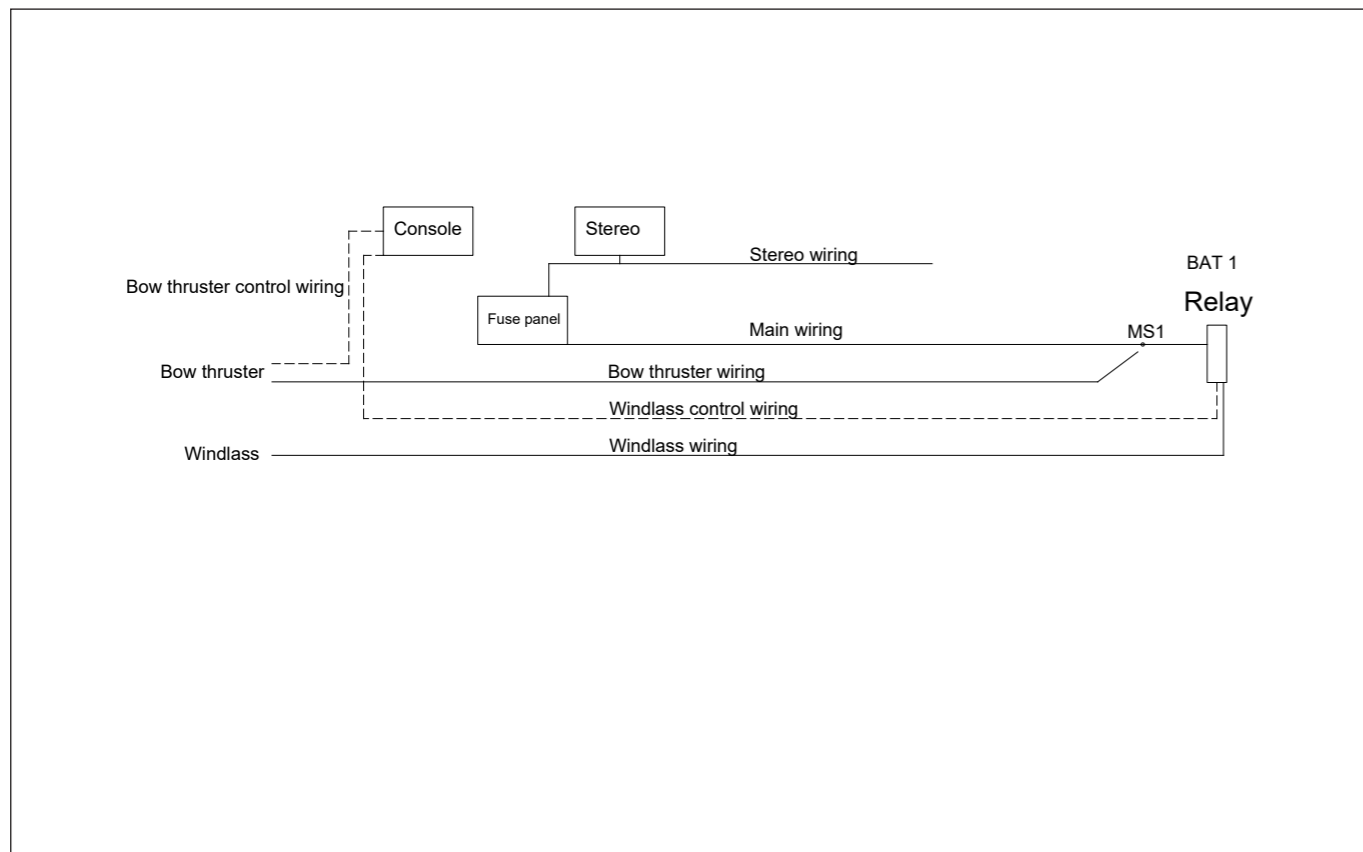
1. Power supply



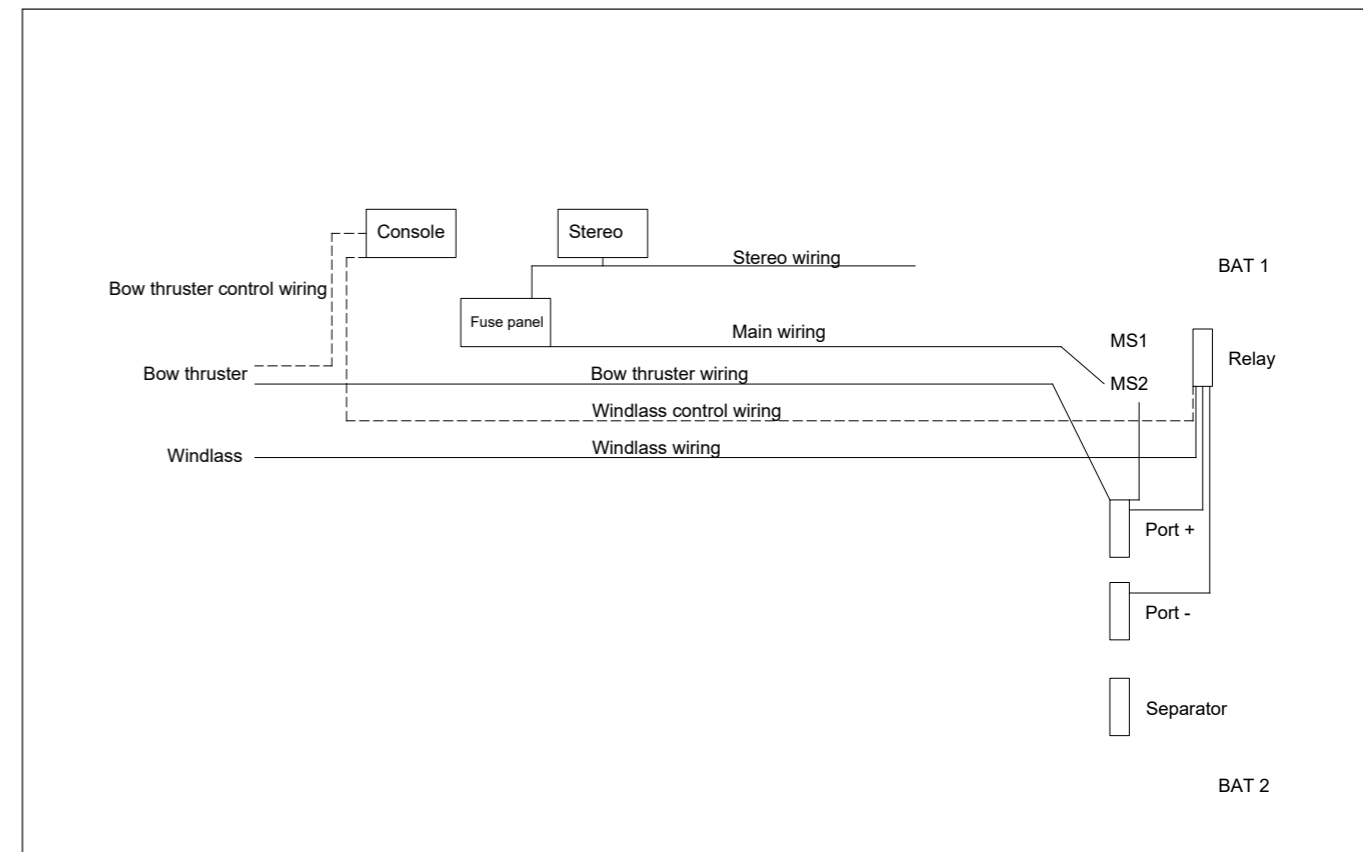
2. Control (original bundle SLIPNER)



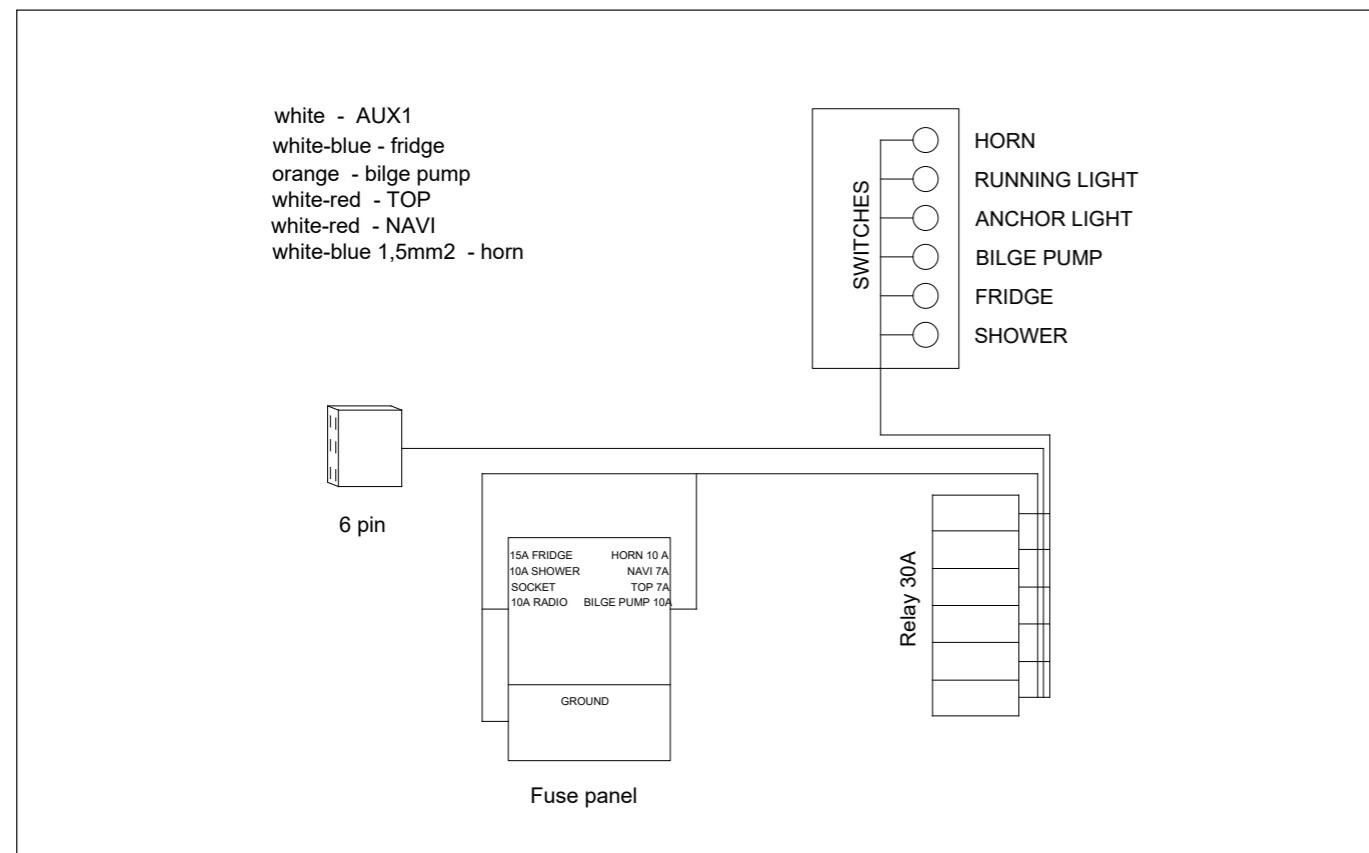
SINGLE BATTERY - OPEN MODELS



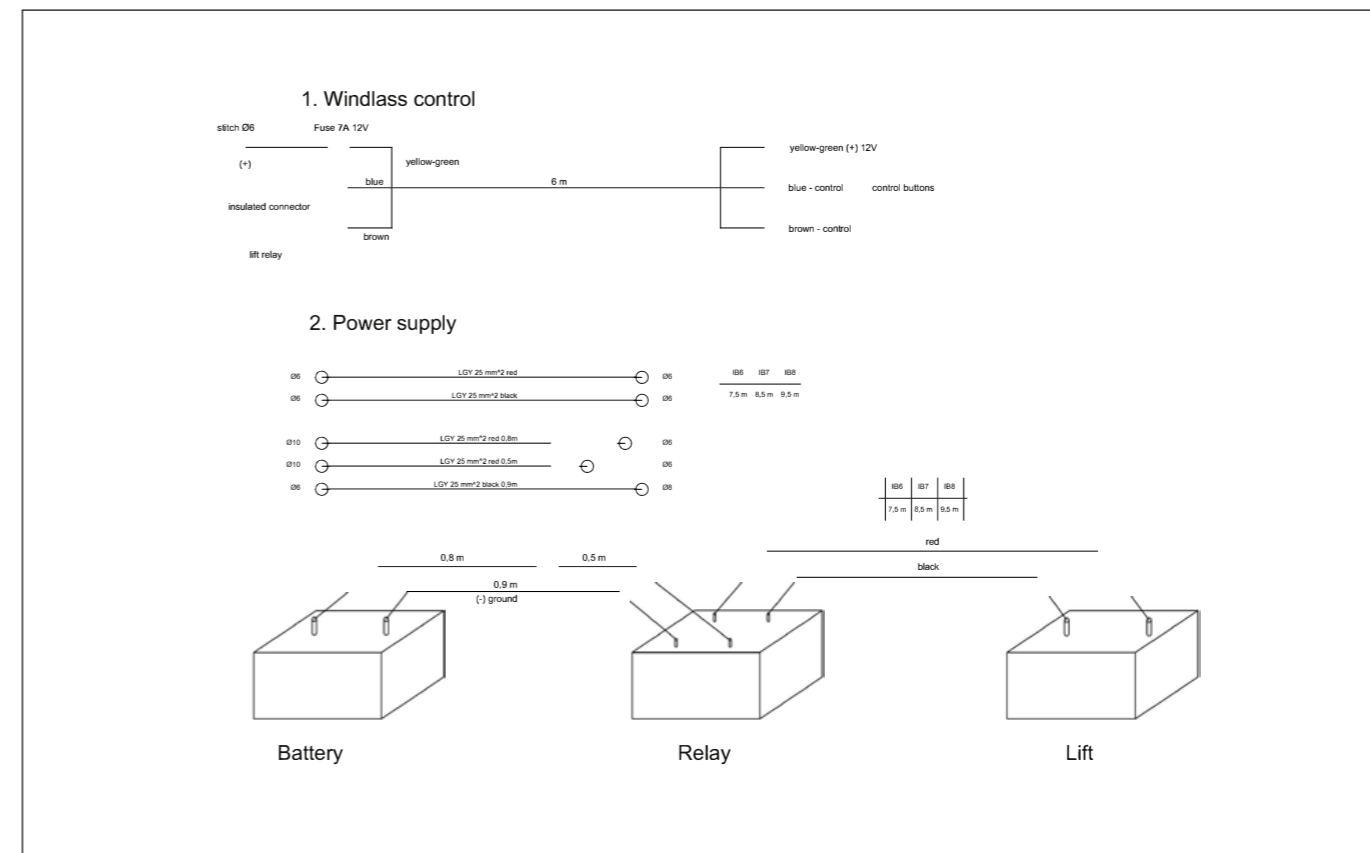
DUAL BATTERY - OPEN MODELS



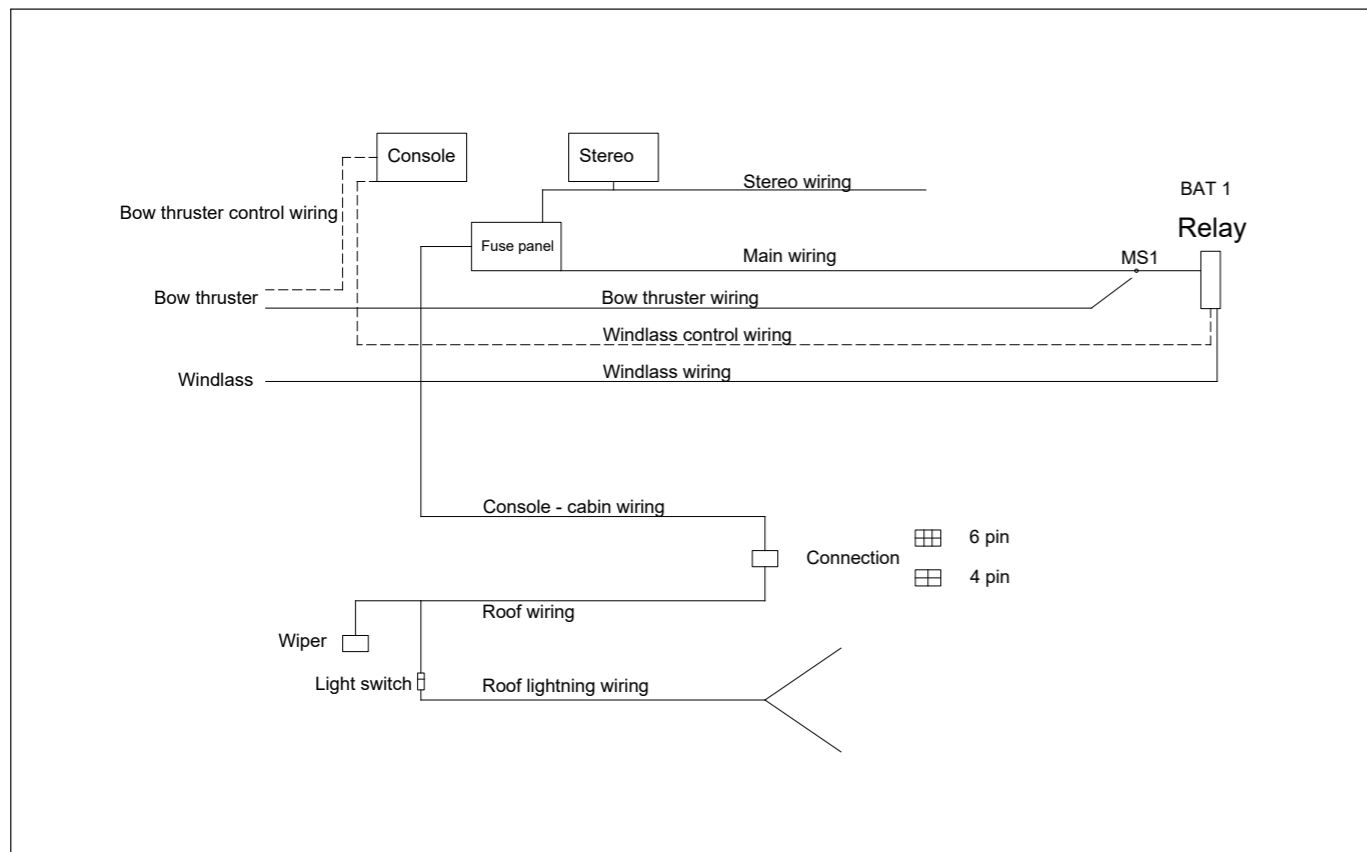
CONTROL PANEL - OPEN MODELS



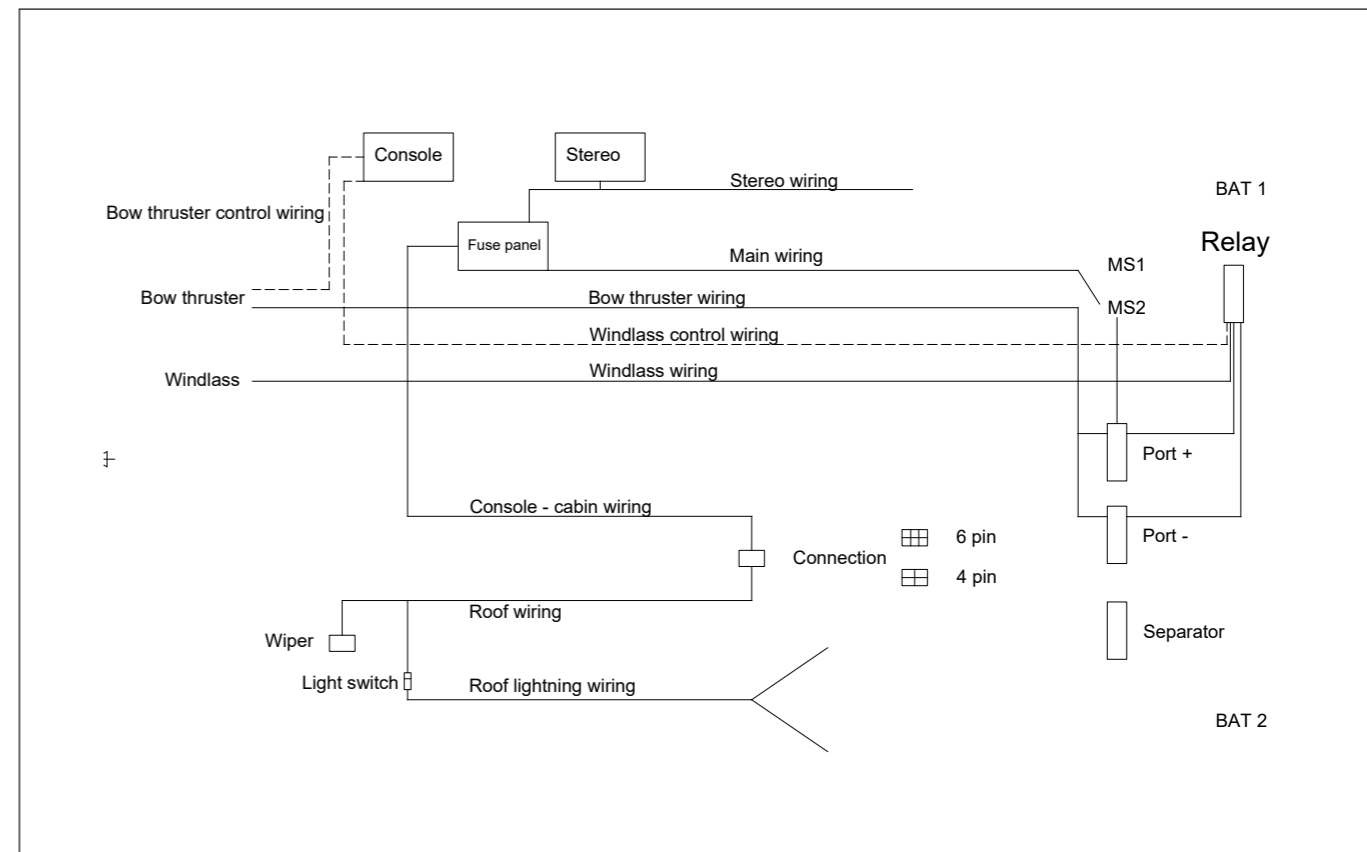
WINDLASS - OPEN MODELS



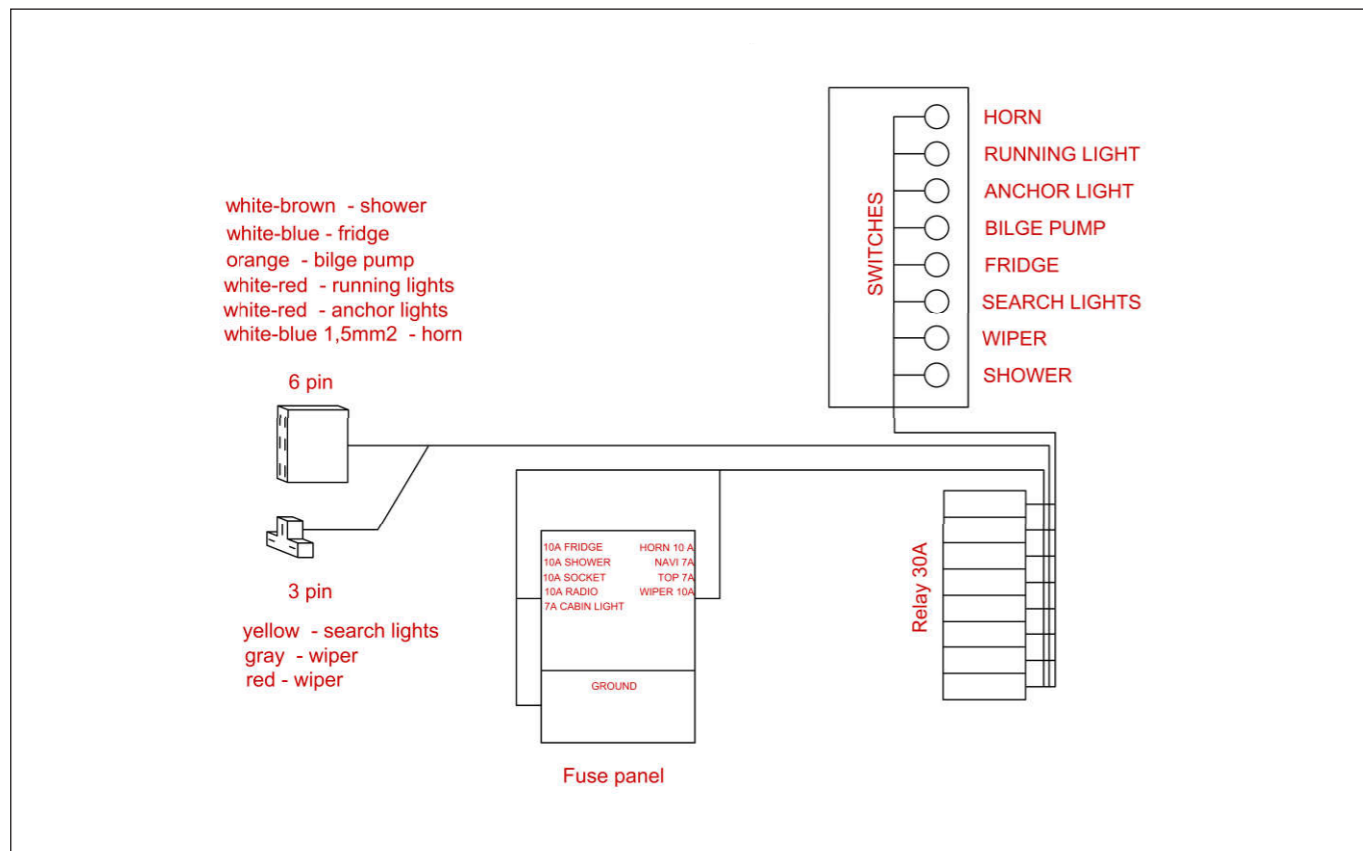
SINGLE BATTERY - COUPE MODELS



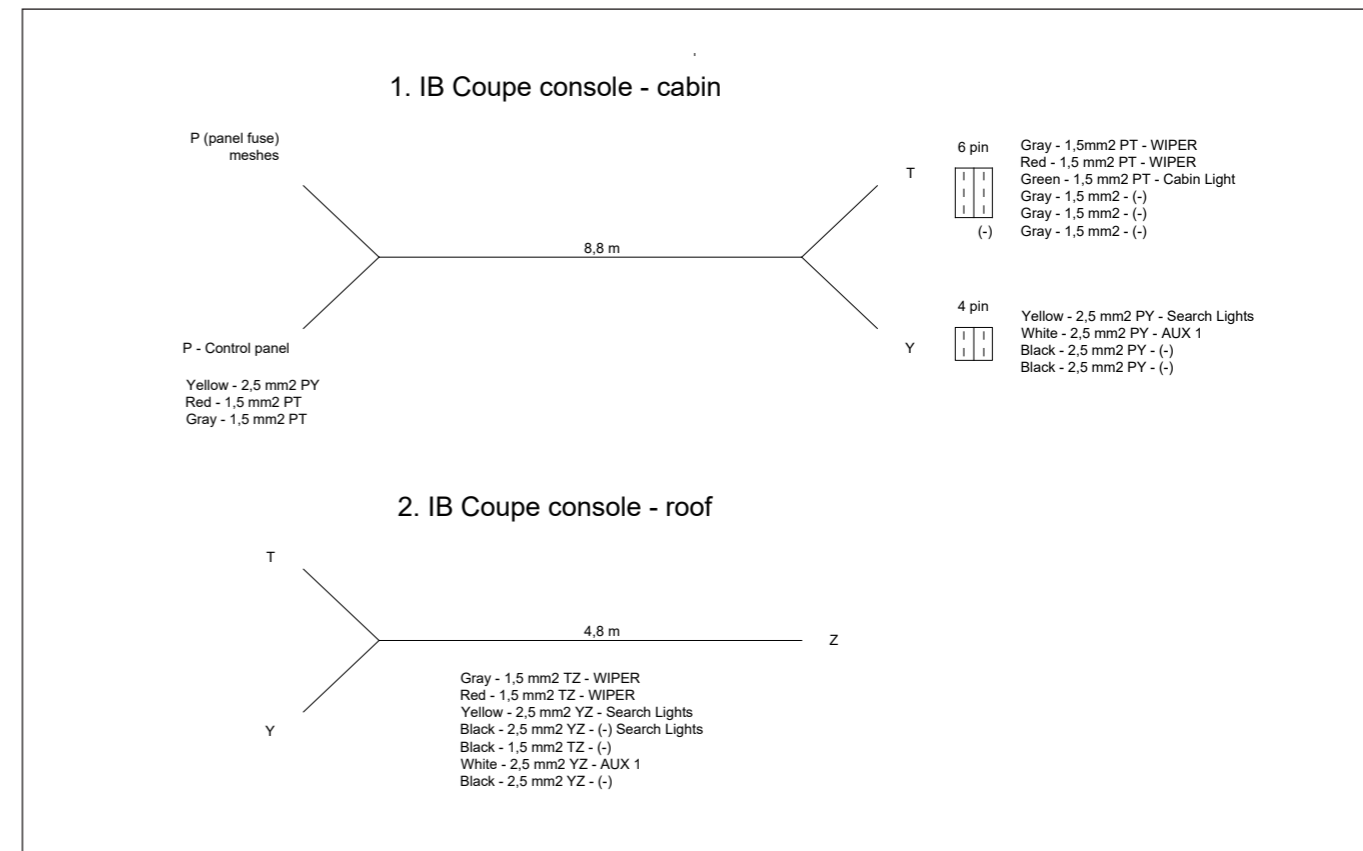
DUAL BATTERY - COUPE MODELS



CONTROL PANEL - COUPE MODELS

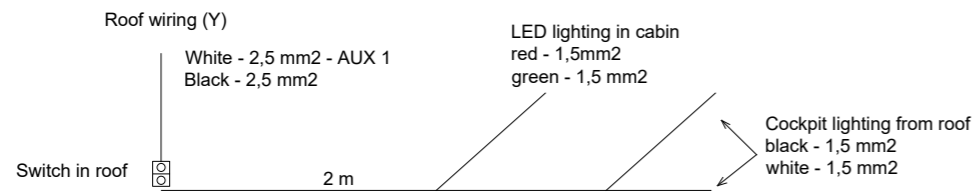


CABIN & ROOF - COUPE MODELS



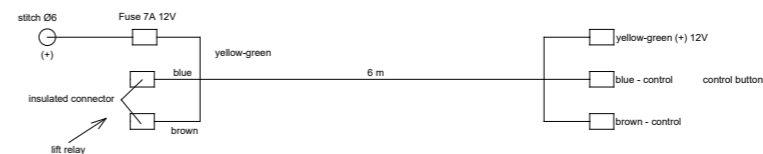
CONSOLE LIGHTNING - COUPE MODELS

1. IB Cabin lighting wiring - powered by roof wiring Y (IB/25/M/34)

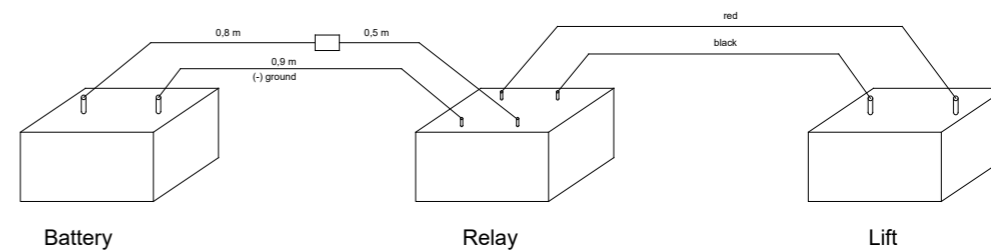
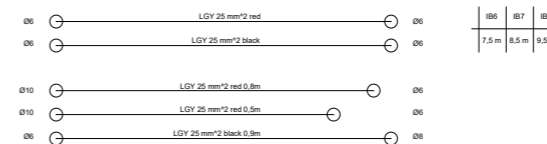


WINDLASS - COUPE MODELS

1. Windlass control



2. Power supply



ENVIRONMENT

All archipelagos, rivers and lakes are unique and it is a matter of honor for boaters to preserve their natural habitats.

THEREFORE AVOID THE FOLLOWING:

- Fuel and oil leaks.
- Throw garbage into the water or onto the shore.
- Discharge of detergents or solvents into the water.
- Causing loud noise, whether at sea or when the boat is moored.
- Causing swell close to docks, anchorage and bathing places.

Always follow the applicable environmental laws and regulations as well as the International Convention for the Prevention of Pollution from Ships (MARPOL).

REPAIR

HULL DAMAGE

Immediately remove the boat from the water and allow the damaged area to dry properly. Then hire an expert for the repair.

GELCOAT DAMAGE

Immediately remove the boat from the water and allow the damaged area to dry properly. Then consult an expert for the repair.

PROPELLER DAMAGE

Let an expert repair minor damages. In the event of major damage, buy a new propeller. Ensure that it is the same one, as the damaged one, so that the handling characteristics of the boat remain intact.

Straitness of the propeller axel has to be checked in occasion of a propeller damage.

ENGINE DAMAGE

Consult an expert.

WINTERIZATION

ENGINE

- Make the winter conservation according to the engine's manual.
- Remember frost protection, in case of the boat and engine are stored in, an unheated space.

BATTERY

- Remove and store in a tempered place with maintance charging.

BOAT

- Clean and dry the boat properly on the inside and outside.
- Clean the bottom from all kind of fouling, immediately when picked up.
- Store the boat in a dry and ventilated area, preferably with a little heat on.
- When stored outdoors, it must be well covered, but with ventilation to prevent mold.
- Leave storage and inspection doors slightly open for good ventilation.
- Tilt down the rear of the boat slightly, unscrew the drain plug, to dry out the hull.

MAINTENANCE

HULL

GELCOAT – BEST PRACTICE

- Rinse after use, especially after saltwater exposure.
- Wash with a pH neutral boat shampoo, soft wash mitt
- Avoid harsh household detergents, strong solvents, and degreasers.
- Seasonally polish to remove oxidation and restore depth.
- Protect with a quality marine wax or sealant after polishing.
- Keep fenders and contact surfaces clean to reduce scuff marking.
- Darker colours usually need more frequent polishing and protection.

GELCOAT – SEASONAL ROUTINE

- Start of season, wash, inspect, polish if needed, then protect with wax or sealant.
- Mid season, wash regularly, refresh protection when water stops beading.
- End of season, deep clean, protect, store covered when possible.

IRON FENDER

Wipe with microfibre cloth and lukewarm water.

WINDSHIELD

Wipe with microfibre cloth and lukewarm water.

BOTTOM PAINT

Choose the bottom paint according to the circumstances that prevail where the boat is used and the applicable environmental law.

FLOOR

MARINE FLOOR

- Rinse with fresh water regularly.
- Clean with mild soap and a soft brush.
- Avoid harsh solvents and aggressive abrasives.

E-DECK PRO FLOOR

- Rinse with fresh water regularly.
- Clean with mild soap and a soft brush.
- Avoid harsh solvents and aggressive abrasives.

GELCOAT FLOOR

See the hull section.

TEXTILES

UPHOLSTERY– SILVERTEX

- Wipe regularly with water and mild soap.
- Clean spills early for best results.
- Avoid harsh solvents, bleach, and abrasive pads.

INLAY– CARBON FIBER

- Wipe with water and mild soap when needed.
- Avoid abrasive pads to preserve pattern clarity.
- Avoid harsh solvents and aggressive chemicals.

SPRAY HOOD AND COVERS

- Wipe with microfibre cloth and lukewarm water.
- Any stains are removed in accordance with general recommendations.

SUN SHADE

- Wipe with microfibre cloth and lukewarm water.

PROPULSION

ENGINE, THROTTLE AND STEERING

Service must be performed in accordance with the respective manual.
Remember to check / replace the engine's zinc anode to prevent galvanic corrosion.

TRAILER-TRANSPORT

TRAILER

Ensure that the trailer is suitable for the boat and that there is enough side support that reduces the point load.

Check that the trailer's load capacity is sufficient for the boat with its engine, battery, equipment, fuel, accessories, as well as any luggage and bilge water.

VEHICLE

Check the vehicle's registration certificate to see the maximum permissible weight for a trailer.

BOAT

Remove unnecessary load and bilge water before you winch up the boat, on a trailer.

Use (only) the towing eye at the bow when winching up the boat on a trailer.

ENGINE

See the engine manual for more instructions about trailer transport.

BEFORE TRANSPORT

Adjust the trailer's side support so that the keel support take most of the weight.

Secure the boat properly at the trailer before departure, with fastening lines (eg tensioning straps) that prevent lateral and longitudinal movements.

If needed, use padding between the boat and fastening lines for surface protection.

A TIP

Loosen the drain plug at the bottom of the transom, when you stand at the slipway, to drain the hull. Immediately fasten the drain plug and secure it properly.



WARNING!

A poorly maintained boat trailer, or one that is too small, may break down during transport and cause danger. Check that the loading capacity is sufficient for the total weight of the boat with engine, battery, equipment and fuel.



CAUTION!

Check that the trailer is approved for the weight of the boat and that the towing vehicle can tow the boat and trailer's total weight. And that you are authorized to drive according to your driving license.



CAUTION!

The weight of the trailer should rest lightly on the towbar. Make sure the boat is properly fastened and its weight is evenly distributed at the trailer's support, otherwise the boat may be damaged.

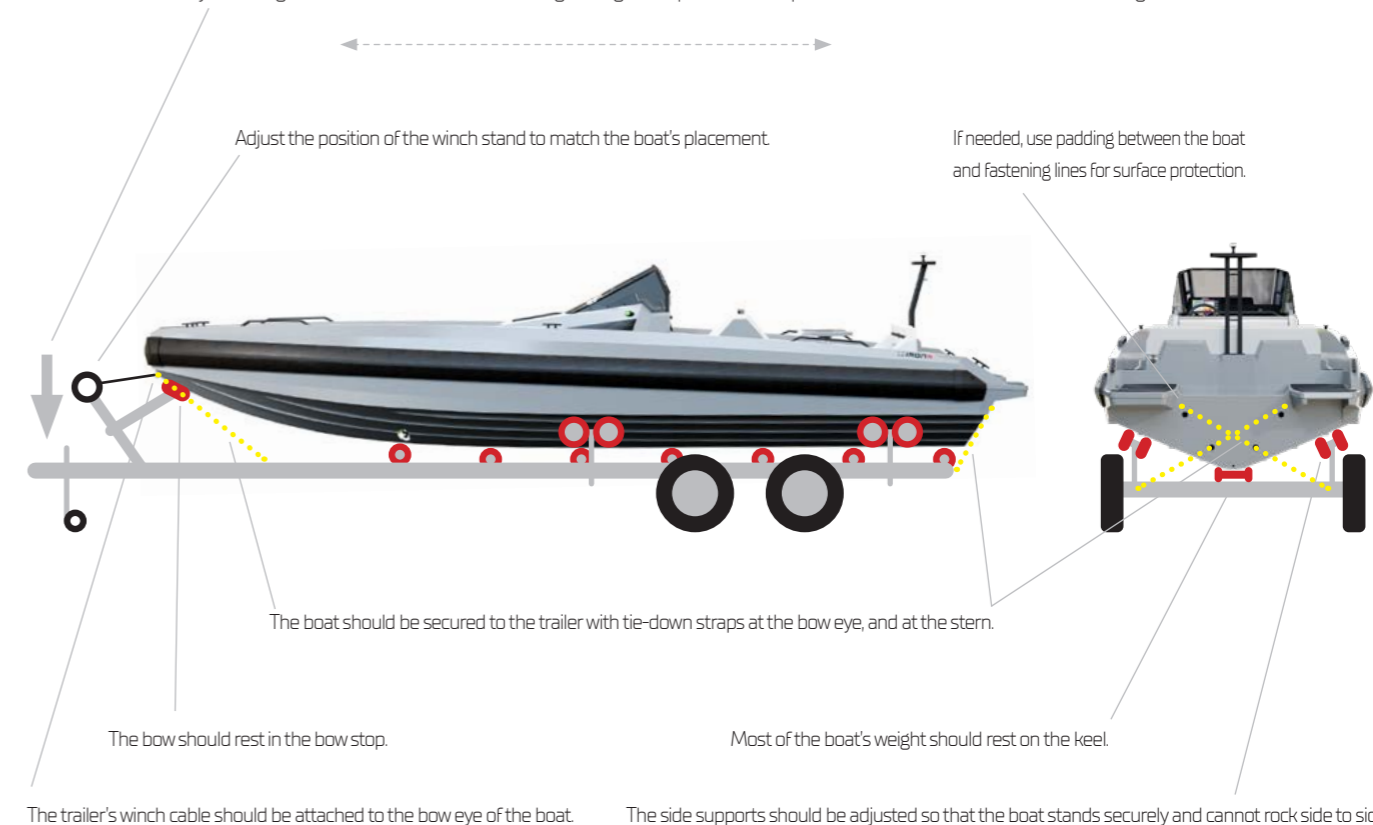


CAUTION!

It is always the driver of the towing vehicle who is responsible for ensuring that the trailer transport is conducted in accordance with regulations and the law.

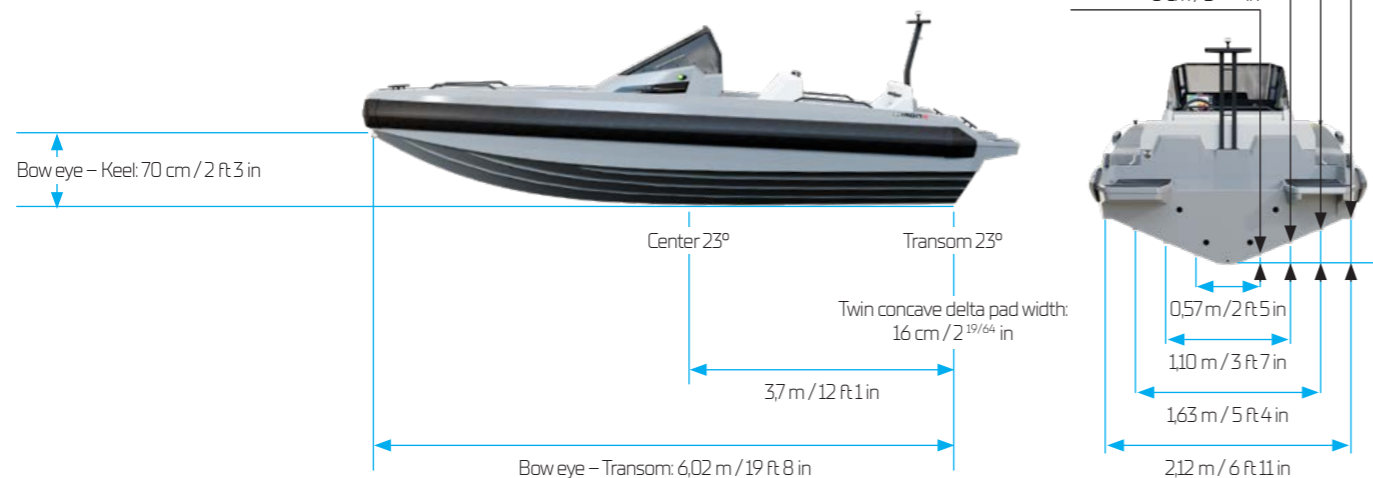
GENERAL INFORMATION

The boat should be adjusted lengthwise on the trailer so that the tongue weight complies with the specifications of both the trailer and the towing vehicle.



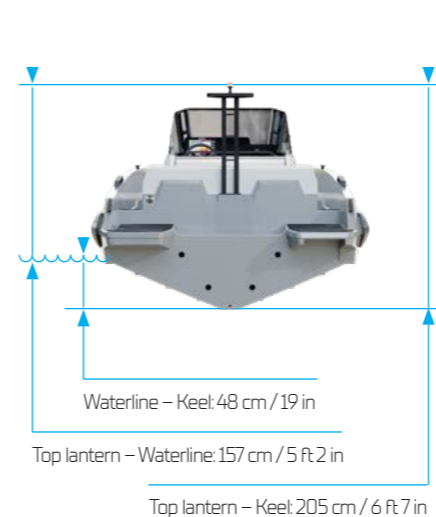
IRON 647 TRAILER FITTING

IRON 647



HEIGHT

IRON 647 Open



IRON 647 T Top



IRON 647

	LOA (length overall)	WEIGHT	* GVWR
IRON 647 Open	6,52 m / 21 ft 5 in	1 000 kg / 2 205 lb	1 360 kg / 3 000 lb
IRON 647 T Top	6,52 m / 21 ft 5 in	1 080 kg / 2 380 lb	1 440 kg / 3 180 lb

AXLES

Single Axle
Single Axle

TRAILER TYPE

Bunk or Roller
Bunk or Roller

APPR. TONGUE WT **

50-80 kg / 110-175 lb
50-80 kg / 110-175 lb

* Note: GVWR (Gross Vehicle Weight Rating) includes the boat's dry weight plus fuel, gear, and trailer weight.

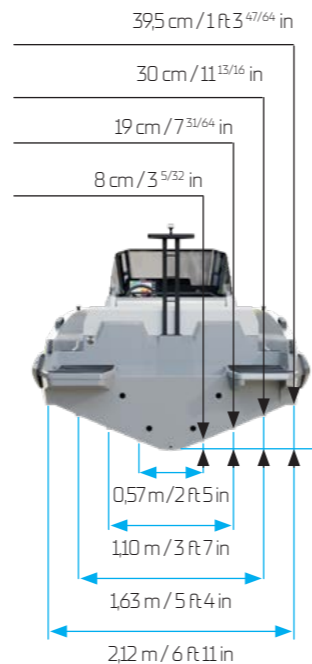
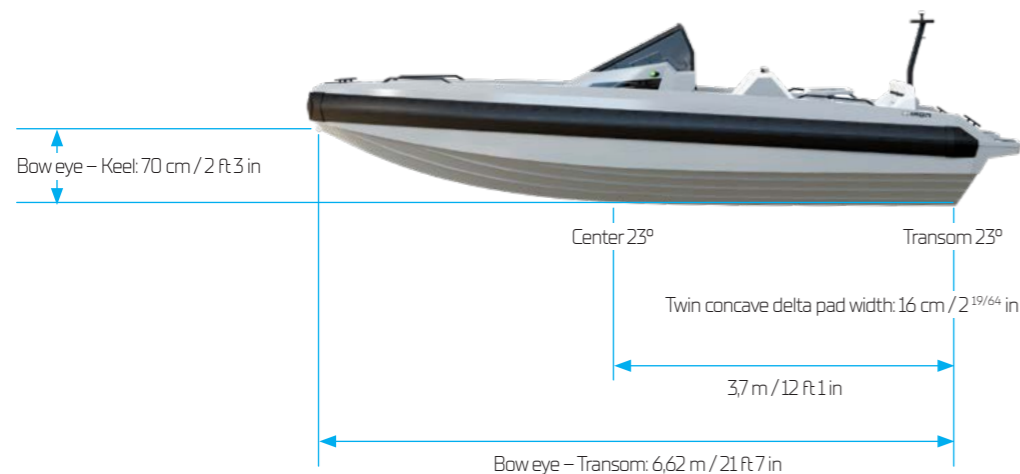
** The driver should consult the trailer's instruction manual, the coupling head, and the vehicle's registration certificate.



This information is provided as guidance for the setup and selection of a suitable trailer. It is always the responsibility of the buyer to ensure that the trailer and boat are properly matched and compatible.

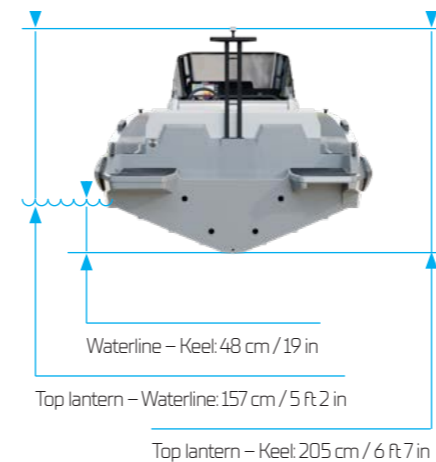
IRON 707 TRAILER FITTING

IRON 707



HEIGHT

IRON 707 Open



IRON 707 T Top



IRON 707

	LOA (length overall)	WEIGHT	* GVWR
IRON 707 Open	7,12 m / 23 ft 4 in	1150 kg / 2 535 lb	1585 kg / 3 495 lb
IRON 707 T Top	7,12 m / 23 ft 4 in	1230 kg / 2 710 lb	1665 kg / 3 670 lb

AXLES

Single Axle
Single Axle

TRAILER TYPE

Bunk or Roller
Bunk or Roller

APPR. TONGUE WT **

50-80 kg / 110-175 lb
50-80 kg / 110-175 lb

* Note: GVWR (Gross Vehicle Weight Rating) includes the boat's dry weight plus fuel, gear, and trailer weight.

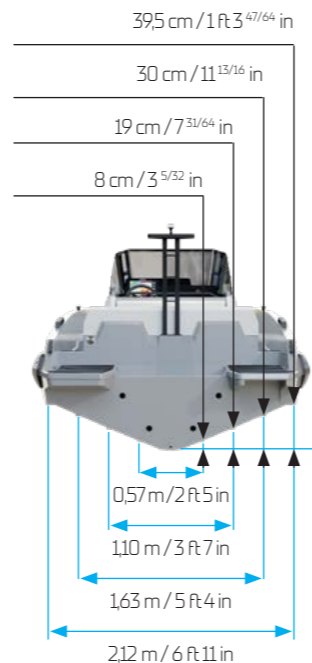
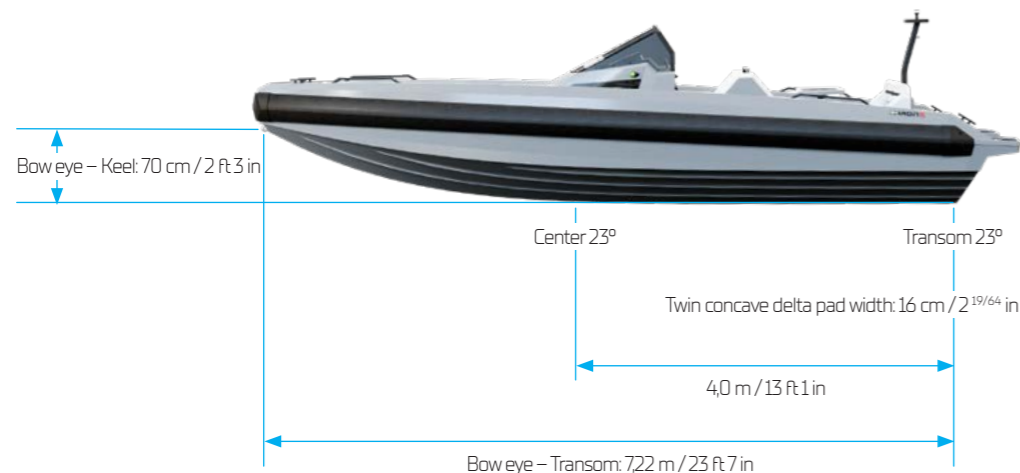
** The driver should consult the trailer's instruction manual, the coupling head, and the vehicle's registration certificate.



This information is provided as guidance for the setup and selection of a suitable trailer. It is always the responsibility of the buyer to ensure that the trailer and boat are properly matched and compatible.

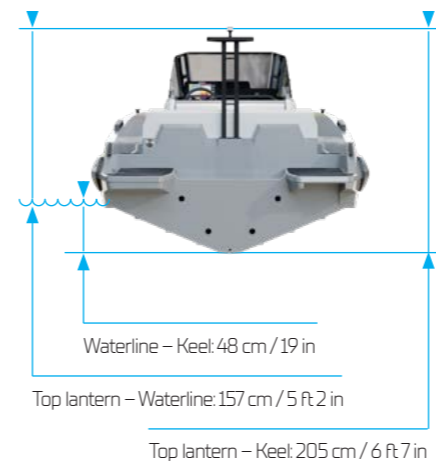
IRON 767 TRAILER FITTING

IRON 767

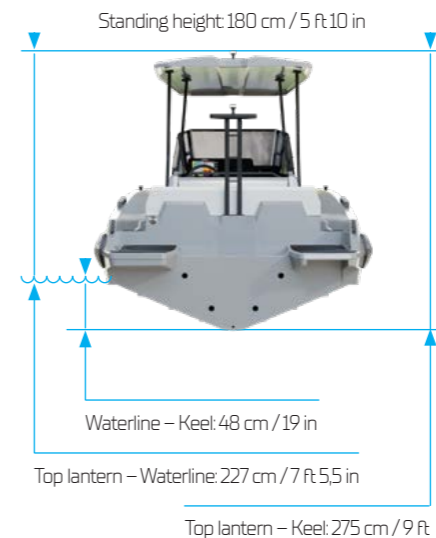


HEIGHT

IRON 767 Open



IRON 767 T Top



IRON 767

	LOA (length overall)	WEIGHT	* GVWR
IRON 767 Open	7,72 m / 25 ft 4 in	1300 kg / 2 870 lb	1790 kg / 3 950 lb
IRON 767 T Top	7,72 m / 25 ft 4 in	1380 kg / 3 040 lb	1870 kg / 4 130 lb

* Note: GVWR (Gross Vehicle Weight Rating) includes the boat's dry weight plus fuel, gear, and trailer weight.

AXLES

Tandem Axle
Tandem Axle

TRAILER TYPE

Bunk or Roller
Bunk or Roller

APPR. TONGUE WT **

50–80 kg / 110–175 lb
50–80 kg / 110–175 lb

** The driver should consult the trailer's instruction manual, the coupling head, and the vehicle's registration certificate.

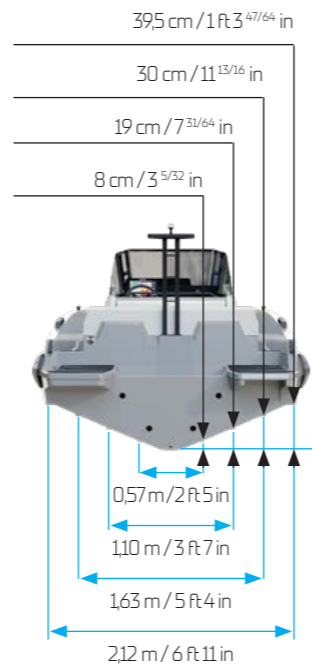
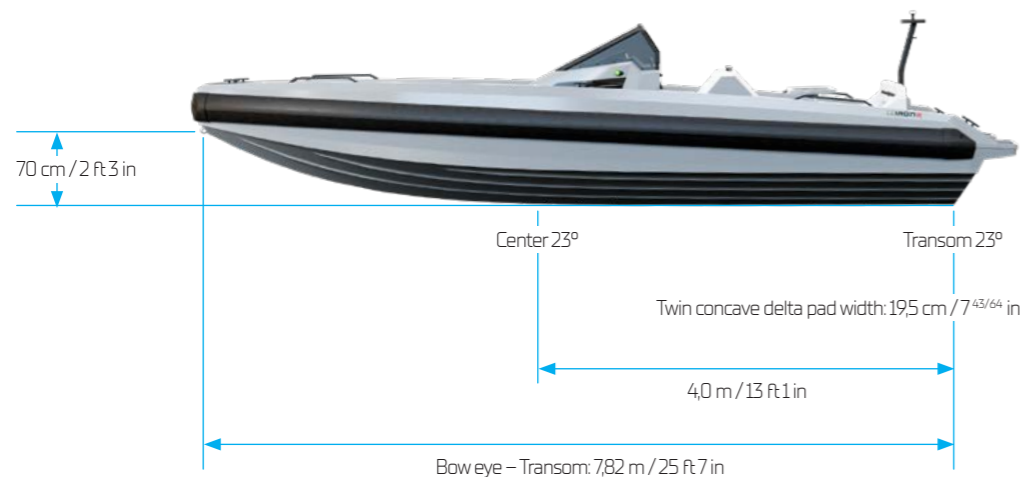


CAUTION!

This information is provided as guidance for the setup and selection of a suitable trailer. It is always the responsibility of the buyer to ensure that the trailer and boat are properly matched and compatible.

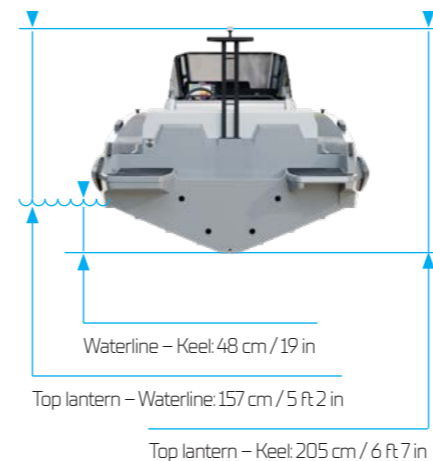
IRON 827 TRAILER FITTING

IRON 827



HEIGHT

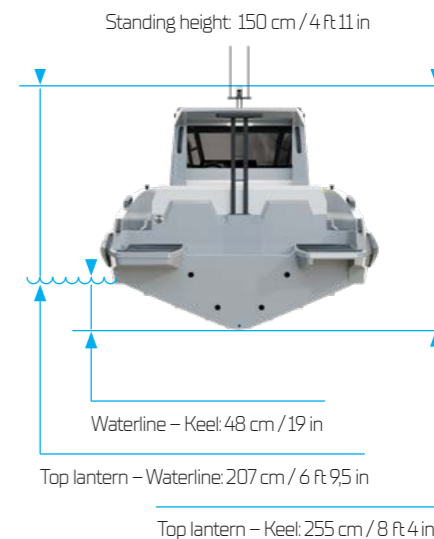
IRON 827 Open



IRON 827 T Top



IRON 827 Coupe



IRON 827

	LOA (length overall)	WEIGHT	* GVWR
IRON 827 Open	8.32 m / 27 ft 4 in	1450 kg / 3200 lb	1975 kg / 4355 lb
IRON 827 T Top	8.32 m / 27 ft 4 in	1530 kg / 3375 lb	2055 kg / 4530 lb
IRON 827 Coupe	8.32 m / 27 ft 4 in	1700 kg / 3750 lb	2300 kg / 5100 lb

AXLES

Tandem Axle
Tandem Axle
Tandem Axle

TRAILER TYPE

Bunk or Roller
Bunk or Roller
Bunk or Roller

APPR. TONGUE WT **

50–80 kg / 110–175 lb
50–80 kg / 110–175 lb
50–80 kg / 110–175 lb

* Note: GVWR (Gross Vehicle Weight Rating) includes the boat's dry weight plus fuel, gear, and trailer weight.

** The driver should consult the trailer's instruction manual, the coupling head, and the vehicle's registration certificate.

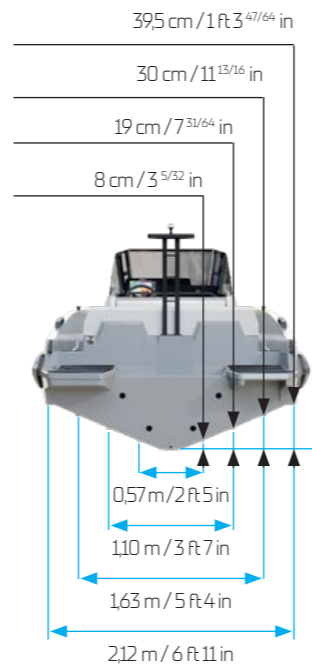
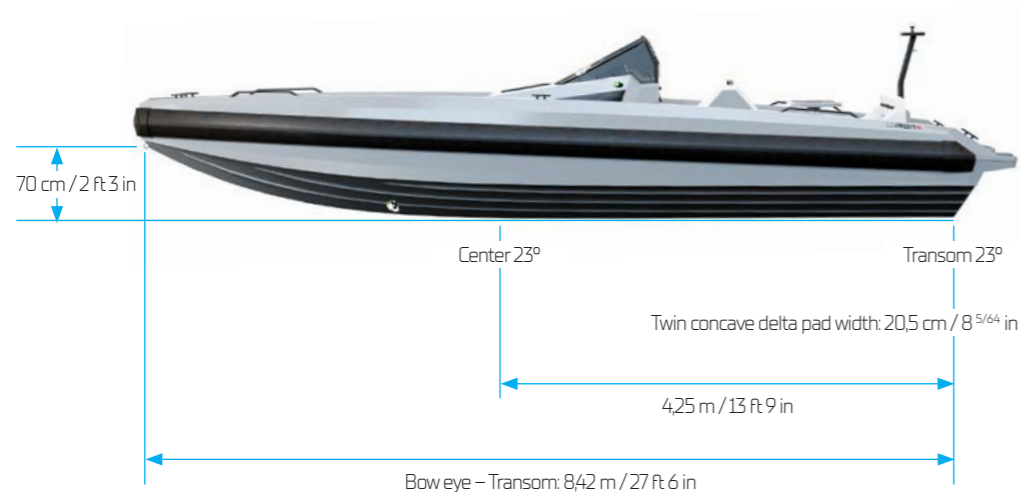


CAUTION!

This information is provided as guidance for the setup and selection of a suitable trailer. It is always the responsibility of the buyer to ensure that the trailer and boat are properly matched and compatible.

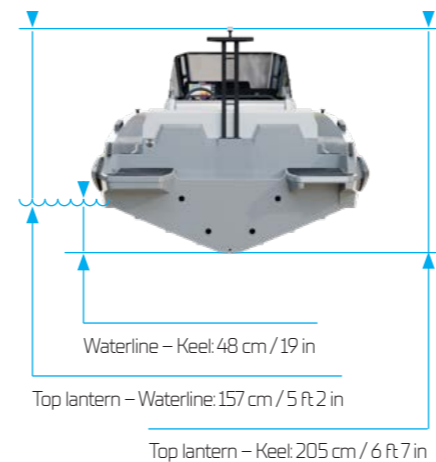
IRON 907 TRAILER FITTING

IRON 907

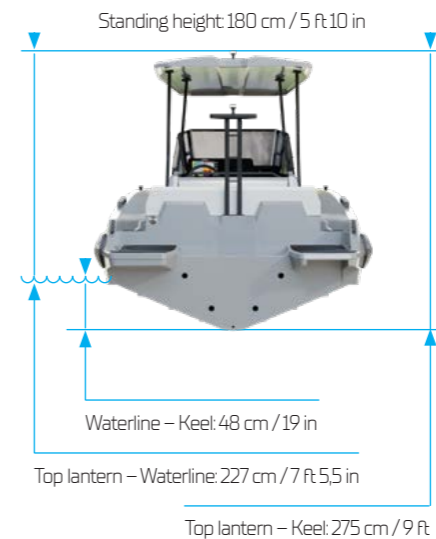


HEIGHT

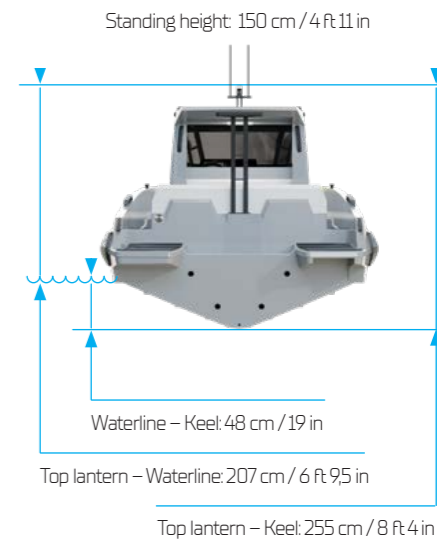
IRON 907 Open



IRON 907 T Top



IRON 907 Coupe



IRON 907

	LOA (length overall)	WEIGHT	GVWR *
IRON 907 Open	8,92 m / 29 ft 3 in	1700 kg / 3750 lb	2300 kg / 5100 lb
IRON 907 T Top	8,92 m / 29 ft 3 in	1790 kg / 3970 lb	2400 kg / 5300 lb
IRON 907 Coupe	8,92 m / 29 ft 3 in	1900 kg / 4200 lb	2500 kg / 5530 lb

AXLES

Tandem Axle
Tandem Axle
Tandem Axle

TRAILER TYPE

Bunk or Roller
Bunk or Roller
Bunk or Roller

APPR. TONGUE WT **

50-80 kg / 110-175 lb
50-80 kg / 110-175 lb
50-80 kg / 110-175 lb

* GVWR (Gross Vehicle Weight Rating) includes the boat's dry weight, plus fuel, gear, and trailer weight.

** The driver should consult the trailer's instruction manual, the coupling head, and the vehicle's registration certificate.



CAUTION!

This information is provided as guidance for the setup and selection of a suitable trailer. It is always the responsibility of the buyer to ensure that the trailer and boat are properly matched and compatible.

CONSTRUCTION CLASS: C (EU)

IRON BOATS – CLASS: C

All IRON Boats covered in this owner's manual are designed for voyages in conditions up to and including wind force 6 on the Beaufort scale.

This corresponds to 13.8 metres per second and a significant wave height of up to 2 metres.

Such conditions may be encountered during voyages on large lakes, river mouths, coastal waters, and inshore areas during moderate weather conditions.



CAUTION!

The significant wave height is the average height of the highest third of the wave profile, which roughly corresponds to the wave height an experienced observer makes of the sea. Single waves can be twice as high.

BOAT DESIGN CATEGORIES (DIRECTIVE 2013/53/EU):

DESIGN CATEGORY	WIND FORCE (BEAUFORT)	SIGNIFICANT WAVE HEIGHT (M)
A - Ocean	exceeding 8	exceeding 4
B - Offshore	up to, and including, 8	up to, and including, 4
C - Inshore	up to, and including, 6	up to, and including, 2
D - Sheltered waters	up to, and including, 4	up to, and including, 0.3

WIND FORCE AND CORRESPONDING STATE OF THE SEA, AFTER A FEW HOURS OF WIND, AWAY FROM THE COAST.

BEAUFORT	DENOMINATION	KNOTS	KM/H	M/SEC	STATE OF THE SEA	WAVE HEIGHT (M)
0	Calm	<1	<1	0-0.2	Calm	0
1	Light Air	1-3	1-5	0.3-1.5	Calm	0
2	Light Breeze	4-6	6-11	1.6-3.3	Almost calm	0.2
3	Gentle Breeze	7-10	12-19	3.4-5.4	Almost calm	0.2
4	Moderate Breeze	11-16	20-28	5.5-7.9	Small waves	0.5
5	Strong Breeze	17-21	29-38	8.0-10.7	Large waves	1.25
6	Fresh Wind	22-27	39-49	10.8-13.8	Large waves	2.0
7	Strong Wind	28-33	50-61	13.9-17.1	Very large waves	2.5
8	Gale	34-40	62-74	17.2-20.7	Rough sea	4
9	Strong Gale	41-47	75-88	20.8-24.4	Very rough sea	6
10	Storm	48-55	89-102	24.5-28.4	Heavy	9
11	Violent Storm	56-63	103-117	28.5-32.6	Very heavy	14
12	Hurricane	64 and over	118 and over	32.7 and over	Stormy	14 and over

CE CERTIFICATION (EU)

IRON		647	
= Max 6	= Max 147,1 kW		
+ = Max 820 kg			
Category: C		Notified Body: 1463	
Manufactured by: Jarnbroderna AB Bolshedens industrivag 40 SE-427 50 Billdal, Sweden			

IRON		707	
= Max 7	= Max 186,4 kW		
+ = Max 970 kg			
Category: C		Notified Body: 1463	
Manufactured by: Jarnbroderna AB Bolshedens industrivag 40 SE-427 50 Billdal, Sweden			

IRON		767	
= Max 8	= Max 220,6 kW		
+ = Max 1130 kg			
Category: C		Notified Body: 1463	
Manufactured by: Jarnbroderna AB Bolshedens industrivag 40 SE-427 50 Billdal, Sweden			

IRON		827	
= Max 9	= Max 335,6 kW		
+ = Max 1150 kg			
Category: C		Notified Body: 1463	
Manufactured by: Jarnbroderna AB Bolshedens industrivag 40 SE-427 50 Billdal, Sweden			

PRODUCER

Järnbröderna AB
Bolshedens industriväg 40
427 50 Billdal, Sweden
<https://iron.boats>

CERTIFYING INSTITUTE

Polish Ship Register SA
Gen. Jozefa Hallera 126
80-416 Gdansk, Poland
License no. CE 1463
www.prs.pl



CAUTION!

*Do not exceed the maximum number of people.
Average weight per person may not exceed 90 kg.
Always use the seats on the boat.*



CAUTION!

*Regardless of the number of people on the boat,
the total weight onboard may not exceed the
maximum permitted load.*



CAUTION!

*Never exceed the boat's maximum load (see rating
plate). Distribute the load evenly and low so that
the boat's balance is maintained, both in lateral
and longitudinal direction.*

COUPES (EU)

IRON		907	
= Max 9	= Max 372,8 kW		
+ = Max 1210 kg			
Category: C	Notified Body: 1463		
Manufactured by: Jarnbroderna AB Bolshedens industrivag 40 SE-427 50 Billdal, Sweden			

IRON		827C	
= Max 6	= Max 335,6 kW		
+ = Max 900 kg			
Category: C	Notified Body: 1463		
Manufactured by: Jarnbroderna AB Bolshedens industrivag 40 SE-427 50 Billdal, Sweden			

IRON		907C	
= Max 7	= Max 372,8 kW		
+ = Max 970 kg			
Category: C	Notified Body: 1463		
Manufactured by: Jarnbroderna AB Bolshedens industrivag 40 SE-427 50 Billdal, Sweden			

IDENTIFICATION

CIN NUMBER (EU) SE-IRNR _ _ _ _ _

HIN NUMBER (USA) HTC _ _ _ _ _



CAUTION!

No sign may be removed from the boat. If so, all certifications will cease to apply immediately.



CAUTION!

When driving with closed doors your senses become limited. Therefore you must ensure that you have full attention during all maneuvers. Also avoid any kind of hasty and drastic changes in course and speed, when driving.



CAUTION!

Always secure the sunroof before taking a ride.



CAUTION!

Always secure the sliding doors when driving.



WARNING!

Do not stand up in the sunroof when driving.



WARNING!

Do not place hands in the open doors when driving.

MODEL SPECIFICATIONS

MODEL	IRON 647	IRON 707	IRON 767	IRON 827	IRON 827 Coupe	IRON 907	IRON 907 Coupe
Construction class	C	C	C	C	C	C	C
Boat type	Motor boat	Motor boat	Motor boat	Motor boat	Motor boat	Motor boat	Motor boat
Construction material	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic	Fiberglass-reinforced plastic
Max power	147,1 kW	186,4 kW	220,6 kW	335,6 kW	335,6 kW	372,8 kW	372,8 kW
LOA (length overall)	6,52 m / 21 ft 5 in	7,12 m / 23 ft 4 in	7,72 m / 25 ft 5 in	8,32 m / 27 ft 4 in	8,32 m / 27 ft 4 in	8,92 m / 29 ft 3 in	8,92 m / 29 ft 3 in
Beam	2,44 m / 8 ft	2,44 m / 8 ft	2,44 m / 8 ft	2,44 m / 8 ft	2,44 m / 8 ft	2,44 m / 8 ft	2,44 m / 8 ft
Weight	1 000 kg / 2 200 lb	1 150 kg / 2 550 lb	1 300 kg / 2 850 lb	1 450 kg / 3 200 lb	1 700 kg / 3 750 lb	1 700 kg / 3 750 lb	1 900 kg / 4 200 lb
Fuel tank	175 l / 46 gal	192 l / 51 gal	262 l / 69 gal	302 l / 80 gal	302 l / 80 gal	350 l / 92 gal	350 l / 92 gal
Max load	820 kg / 1 810 lb	970 kg / 2 140 lb	1 130 kg / 2 490 lb	1 150 kg / 2 535 lb	900 kg / 1 985 lb	1 210 kg / 2 670 lb	970 kg / 2 140 lb
Max persons	6	7	8	9	6	9	7
ENGINE							
Power (min-max)	150-200 hp	175-250 hp	200-300 hp	250-450 hp	250-450 hp	300-500 hp	300-500 hp
Max weight	250 kg / 550 lb	280 kg / 620 lb	280 kg / 620 lb	325 kg / 720 lb	325 kg / 720 lb	330 kg / 730 lb	330 kg / 730 lb
Shaft	X	X	X	X	X	XL	XL
Speed (appr.)	40-45+ knots	40-45+ knots	45-50+ knots	40-55+ knots	40-55+ knots	40-57+ knots	40-55+ knots

APPLICABLE STANDARDS

		IRON 647	IRON 707	IRON 767	IRON 827	827 Coupe	IRON 907	907 Coupe			IRON 647	IRON 707	IRON 767	IRON 827	827 Coupe	IRON 907	907 Coupe
General requirements	EN ISO 8666:2002	X	X	X	X	X	X	X	Handling characteristics	EN ISO 11592:2001	X	X	X	X	X	X	X
Hull marking	EN ISO 10087:2006	X	X	X	X	X	X	X	Fuel system	EN ISO 8469:2013	X	X	X	X	X	X	X
Builder's plate	2013/53/EU1A-22	X	X	X	X	X	X	X		EN ISO 10088:2013	X	X	X	X	X	X	X
Protection from falling overboard	EN ISO 15085:2003/A1:2009	X	X	X	X	X	X	X	Electrical system	EN ISO 21487:2012/A1:2014	X	X	X	X	X	X	X
Visibility from the steering position	EN ISO 11591:2011	X	X	X	X	X	X	X		EN ISO 8849:2003	X	X	X	X	X	X	X
Owner's manual	EN ISO 10240:2004	X	X	X	X	X	X	X	Steering system	EN ISO 10133:2012	X	X	X	X	X	X	X
Structure	EN ISO 12215-1:2000	X	X	X	X	X	X	X		EN ISO 10592:1995/A1:2000	X	X	X	X	X	X	X
Stability and freeboard	EN ISO 12217-1:2015	X	X	X	X	X	X	X		EN ISO 25197:2012	X	X	X	X	X	X	X
Buoyancy and flotation	EN ISO 12217-1:2015	X	X	X	X	X	X	X	Fire protection	EN 28848:1993 / A1:2000	X	X	X	X	X	X	X
Openings in the hull and on deck	EN ISO 9093-1:1997	X	X	X	X	X	X	X	Navigation lights	EN ISO 9094-1:2003	X	X	X	X	X	X	X
Flooding	EN ISO 11812:2001	X	X	X	X	X	X	X		EN ISO 16180:2013	X	X	X	X	X	X	X
Maximum load permitted	EN ISO 14946:2001/AC2005	X	X	X	X	X	X	X									
Life raft stowage	ISO 6185-3:2014	X	X	X	X	X	X	X									
Anchoring, mooring and towing	EN ISO 15084:2003	X	X	X	X	X	X	X									

DECLARATION OF CONFORMITY

Recreational Craft Directive 2013/53/EU (RCD).

Type inspection for the IRON Boat, mentioned at right is conducted by:

PRODUCER

Name Järnbröderna AB
Address Bolshedens industriväg 40
City 427 50 Billdal
Country Sweden
Website <https://iron.boats>

NOTIFIED BODY / CERTIFIED INSTITUTE (EU)

Name Polish Ship Register SA
Address Gen. Jozefa Hallera 126
City 80-416 Gdansk
Country Poland
License no. CE 1463
Website www.prs.pl

DECLARATION OF CONFORMITY

References to applicable harmonised standards and regulations are listed at the following pages.

I declare that the recreation craft, that is specified, in this owners manual complies with all applicable essential safety regulations as indicated in the examination certificate.

Henrik Peterson, Järnbröderna AB

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{yyyymmdd}

CIN NUMBER (EU)

S	E	-	I	R	N	R													
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- IRON 647
- IRON 707
- IRON 767
- IRON 827
- IRON 827 C
- IRON 907
- IRON 907 C

HIN NUMBER (USA)

N	T	C																	
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- IRON 647
- IRON 707
- IRON 767
- IRON 827
- IRON 827 C
- IRON 907
- IRON 907 C

SUPPLIED ENGINE Trademark _____
Power _____
Engine number _____
Type of propeller _____

WARRANTY

WARRANTY ISSUER

Subject to the limitations below, AB Järnbröderna (MANUFACTURER) warrants from the original date of purchase an Iron Boat (PRODUCT) provided it is purchased in an authorized sales transaction directly from the Manufacturer's official resellers. This Warranty runs to the original purchaser (Owner) of the PRODUCT.

MANUFACTURER PROVIDES STRUCTURAL WARRANTY

The fiberglass hull is warranted for two (2) years against structural defects in materials and workmanship that cause the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions.

For PRODUCTS bought by companies this Limited Warranty will be one (1) year. This also applies for commercial or non-profit use, regardless of the ownership of the PRODUCT.

The fiberglass hull is defined as the single fiberglass molded shell and integral structure within that shell including stringers, floorboards and related structural reinforcements, all of which are below the hull flange.

Repaired or replaced hulls shall be warranted as provided herein for the remainder of the applicable warranty period.

The Owner must fully cooperate with the Manufacturer to allow repair or replacement as provided above, failing which cooperation this Limited Warranty is null and void. The Manufacturer's obligation is solely and exclusively limited to repairing or replacing, at its option, any hull found to be defective at a facility designated by the Manufacturer. The foregoing is the Owner's SOLE and EXCLUSIVE REMEDY.

NOT COVERED & EXCLUDED FROM THE LIMITED WARRANTY

In addition to exclusions that have been mentioned above or elsewhere in this Limited Warranty, the following items are excluded by this Limited Warranty:

Components manufactured and installed by the Manufacturer to the PRODUCT at the factory.

Any minor damage, including, but not limited to, gelcoat grazing or blistering, normal discoloration or fading, dulling or fading of fabric.

Any damage or deterioration due to exposure to fuel, harsh solvents, or other chemicals.

Any damage due to shipping, warehousing or storage.

Any damage due to negligence, accident, misuse, abuse, improper operation, racing competition, unauthorized alteration (unless authorized in writing), unauthorized modification (unless authorized in writing) or modifying the hull or structural integrity of the PRODUCT,

Unauthorized repair (unless authorized in writing), improper or careless operation, improper tailoring, grounding, collision, fire, theft, vandalism, riot, explosion, or objects striking the PRODUCT, improper maintenance or lack of maintenance, improper storage, hurricane conditions or other extreme forces of nature, military or paramilitary operations, or use in violation of applicable laws, regulations, or rules.

Any damage resulting from towing or lifting the PRODUCT.

Parts or equipment installed or manufactured by anyone other than Manufacturer.

Any damage caused by installing aftermarket parts.

Any work performed at an unauthorized service station or without the Manufacturer's prior written approval, will void the remainder of the Limited Warranty.

Whenever a PRODUCT is used in a manner contrary to the instructions indicated in the PRODUCT Owner's Manual.

Damage caused by water ingestion.

Paints, varnishes, gel coats, anti-fouling products, chrome plated, anodized, aluminum, or other plated finishes; the color fastness of materials or finishes; external wood paneling, siding, and trimming, stainless steel, fabrics and canvass — all of which are subject to the effects of different climates and use (including cracking, discoloration, and crazing); osmosis blistering if the original gel surface has been altered in any way — including repair, application of any coating other than marine anti-fouling bottom paint, improper surface preparation for paint, or excessive sanding or sandblasting.

Electrolysis, galvanic or crevice corrosion, or any deterioration of underwater items or items requiring repairs or replacement as a result of lack of maintenance or improper use.

Modifications of the functionality of the boat is not allowed. For example the use of an outboard jack plate or extension bracket, that change the engines standard offset.

Any infringement of the above mentioned will immediately void the remainder of the Limited Warranty.

EQUIPMENT WARRANTY

Engine, navigation equipment, factory-fitted equipment or, by the client, retrofitted equipment are covered by the respective manufacturer's warranty.

OWNER

OWNER 1

Name _____ city _____ year of purchase _____

OWNER 2

Name _____ city _____ year of purchase _____

OWNER 3

Name _____ city _____ year of purchase _____

OWNER 4

Name _____ city _____ year of purchase _____

OWNER 5

Name _____ city _____ year of purchase _____

OWNER 6

Name _____ city _____ year of purchase _____

SIGNATURE

I have taken part of the seller's, walk through the boat, its owner's manual, associated equipment and other manuals.

I am also aware of, that the boat's owner / driver is responsible for ensuring that it is used in accordance with the applicable maritime regulations and good maritime skills and that it is properly insured.

OWNER 1

Name _____

OWNER 2

Name _____

OWNER 3

Name _____

OWNER 4

Name _____

OWNER 5

Name _____

OWNER 6

Name _____



[HTTPS://IRON.BOATS](https://iron.boats)



647



707



767



827



827
COUPE



907



907
COUPE

IRON