

Troubleshooting

Review the checklist below
Call or contact us to speak to a qualified boat specialist.
Email: Go@Rcfishingworld.com Tel: 734-502-8796
Hours are M-F Eastern Time (Michigan) 8:30am to 5:00pm
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Charged Batteries and proper battery charging are important. Charge the boat battery 5-6 hours with standard wall charger. To avoid damaging wires remove the boat battery while transporting. Remove the boat battery from the boat when not in use. IMPORTANT: Overnight charging may ruin charger and battery. **Only use NI-CD Batteries in the New Model Radio Ranger.**

BOAT DOES NOT RESPOND

Check all batteries, controller switch, and boat on/off button. Controller lights should be brightly lit on the controller. Press the boat on/off button a few times button should stay in down position.

Check battery plug and boat plug connected. No unplugged boat wires, (except antenna).

Battery or Charger

1

BATTERY CHARGING-After 5-6 Hour Charge. *Overnight charging will ruin batteries. The Charger Should Be Hot, and Battery Warm. This would indicate the battery and charger are good.

Transmitter -Controller-

2

All Lights on the Controller Should Stay Lit and Stay Solid. "IF" Your Controller Has a Switch Above The Red Light Then Move it To The "REV" or "PULL" Position. Check All Transmitter Batteries.

On-Off Button

3

On-Off Button Should Click and Stay in The Down Position. The button may be too tight and sticking. Remove the two screws from the button, Separate the button and then reassemble. DO NOT SQUEEZE TIGHT TOGETHER or overtighten the two screws.

Still No Power = Check Receiver

The small black box in the boat is called the receiver. When the boat battery plugged in and boat button on, inside the receiver a red light should blink continuously. If red light flashes and boat will not respond confirm the transmitter trigger switch position is on "REV" or "PULL". Check that the transmitter batteries are good.

Boat Won't Go Straight?



When the boat will not go straight it indicates either a disconnected motor wire or a motor spinning in the wrong direction. It can also indicate a propeller is placed on the wrong propeller shaft. It can also indicate a bent propeller shaft or a propeller nut too tight. Also low batteries cannot deliver the power needed for two motors. Each propeller has a letter stamped on it.
L-Left Side
R-Right Side
Apply a drop of glue or loc-tite on propeller nut after replacement.

Check Battery

1

The boat battery should be charged. A low battery will not have enough power to run both motors, causing the boat to go left or right.

Check Wires

2

The boat should go straight when the trigger is pulled. Pull the Trigger: If both motors do not spin check the two wires that goes to each motor.

Motor Direction

3

If both motors, (propellers) spin when trigger pulled check the direction both propellers are spinning. Right propeller should spin clockwise, Left propeller counterclockwise. If they are not spinning in the correct direction, reverse the wires only on the motor that does not spin correctly. Instead of red to red and black to black change to red to black and black to red.

Rudder Position

4

The Rudder between the propellers should be straight out. To make minor adjustments if the boat is slightly pulling to one side you may manually adjust the rudder.

Motors

5

A dirty or defective motor. Clean motor shaft See Bottom of Page.

Boat Sputters or Range Issue

Charged boat and transmitter batteries are important. Only NI-CD Batteries will work in the Radio Ranger, a NIMH Battery will cause sputtering. The small antenna wire attached to the receiver, (black box in boat), should not touch the other wires and may be taped to the side of the hull. The boat also may experience this in rain or choppy water conditions.

Propeller Nut Assembly



LEFT SIDE AND RIGHT SIDE

Propeller Identification



L-Left Side R-Right Side

One of the propeller nuts have normal threads. The other side, usually, right side has left handed threads.

Weak or Sticking Motor

1. Find the small vent hole on sides of the motor.
2. Push a small nail or toothpick in the hole halfway in until you feel motor shaft inside.
3. Hold the nail in the hole pushing on the motor shaft, and rotate the propeller by hand 4-5 turns, while you apply light pressure on the motor shaft.

