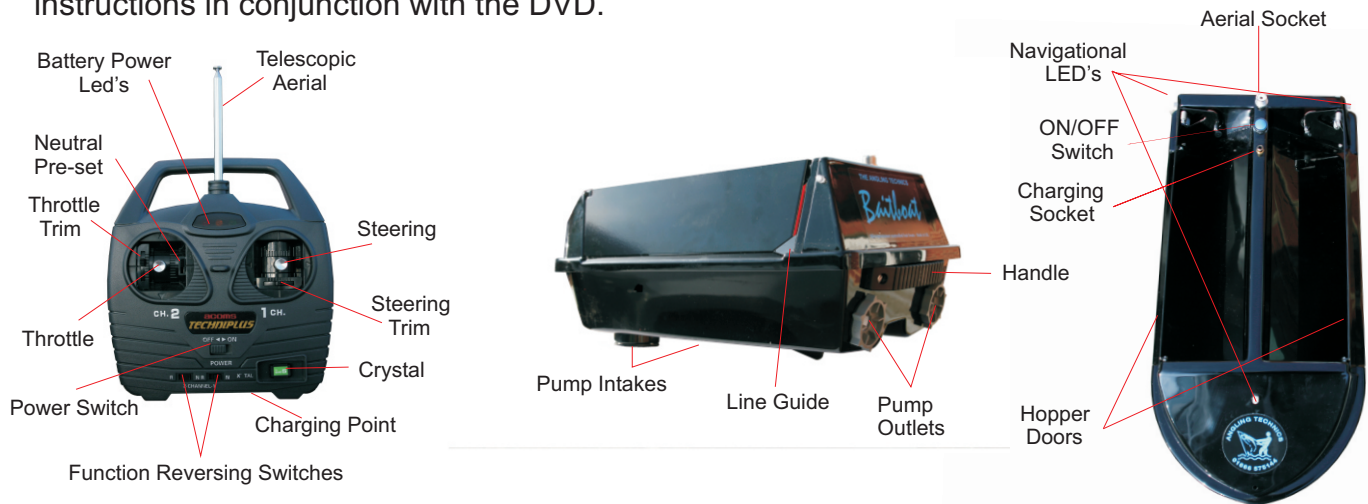


Angling Technics Limited

Baitboat

Thank you for purchasing this **Baitboat**. Before you use it, please take a few moments to read these instructions in conjunction with the DVD.



Operation

1. Attach the aerial to the connector on the boat and extend it to it's full length.
2. Turn "on" the radio control transmitter (handset).
3. Turn "on" the boat by pressing the "on/off" button. The boat will go through a system check and turn on each pump and the LED's will come "on".
4. Open the hopper doors manually by moving the respective levers towards the centre of the boat.
5. If you are using particle type baits, attache the included particle curtains to the lower edge of the hopper doors so that when the door is closed they lie flat on the sloping hopper.
6. Insert your line(s) ensuring they pass through the line guide(s).
7. Close the hopper doors by pressing firmly near the line guide(s).
8. Add your free offerings on top of your hooked-bait(s).
9. Place the boat in the water.
10. The left-hand joystick operates the throttle (forward & reverse), and the right-hand joystick operates the steering.
11. The speed of the boat is proportional to the position of the throttle and the steering is achieved by altering the power ratio to the pumps.
12. The two trims for the two joysticks have little effect on either the throttle or steering and contribute about ten percent of the overall throw of the joysticks. It is probable that the boat will not drive absolutely straight as a result of the rotation of the water within the pumps, differing loads, winds and water conditions. Continued correction using the main steering joystick is therefore necessary for straight line running.
13. The reverse setting has no directional capability and is normally used to extract the boat from the reeds or island beaching.
14. When you have reached the desired destination for release, move the right-hand joystick to the side you wish to release and, at the same time move the throttle joystick into reverse. After a short time the lights will go out and the door(s) will open. The lights will then come back on, indicating that the action has been completed. Ensure the lights have come back "on" before operating the other door. To operate the doors **individually**, open the right hand door first, then the left door. To operate **both** hoppers at the same time operate the left door first.
15. Return the boat to the bankside and recover. **Do not** stop or pick up the boat by the aerial as damage will occur.
16. Switch "off" the boat and then the transmitter (handset).

Battery Charging

The boat charger is capable of charging the boat from fully discharged to fully charged in approximately 18 hours. The boat battery must **NOT** be allowed to remain in a discharged condition and does not benefit from being completely discharged before being recharged and will benefit from constant topping up of its charge.

The Handset unit will charge the transmitter in about 7-8 hours (do not charge for more than 10 hours). The transmitter **MUST** be completely discharged before charging.

The transmitter batteries **DO** benefit from being completely discharged before being recharged. They can exhibit a “memory” and repeated charging and fully discharging will remove this “memory” effect.

After use ensure ALL batteries are fully charged BEFORE you pack the boat away for the next trip.

Both the Boat and Transmitter are charged while they are switched “Off”.

If the boat is not going to be used for some months then every 6-8 weeks give the boat an overnight charge to ensure the battery remains fully charged.

Dry cells (i.e. non-rechargeable batteries) may be used in the transmitter and will always give a longer life.

Additional Notes

1. It is recommended that the **Baitboat** be wiped down with a damp cloth and allowed to dry out any condensation in a warm & dry place for a day or two, after use.
2. Although the electronics are sealed it is important that the **Baitboat** and transmitter be stored in a warm & dry place when not in use. In order to prevent condensation build up.
3. The transmitter should be protected from dampness and water at all times.
4. It is important that the transmitter is **NOT** turned “off” before the boat.
5. The boat and transmitter should **NOT** be stored for long periods without being charged. Failure to do so may result in seriously and permanently reduced running times.
6. Continued starting, stopping & reversing of the boat is expensive on battery life. Smooth operation at all times is recommended in order to ensure a running time of approximately 45 minutes. If it appears the boat is becoming exhausted and may not make it back to you, then let the boat drift for a while and the battery may recover enough energy to make the return. It is recommended that a bankside or solar charger be used to top up the battery after every trip.
7. If the pumps filters become blocked the steering of the boat may become impossible. Putting the boat into reverse will not clear the filters. If the boat appears to have blocked filters, let it drift for a while until the offending blockage falls away from the filter.
8. A section of each hopper door has been chamfered to allow the fishing lead to protrude outside the boat.
9. Should the boat take in water, holding the boat vertically by its handle should drain the water. This practise is recommended at all times.
10. A fluorescent flag will appear at the rear of each hopper door when the doors have been operated. This gives a clear indication, from a distance, that the doors have been opened.
11. The boat can be used in wind and rain but **common sense** should be used in very difficult situations like strong winds. If the situation gets very difficult while you are still on the water the boat should be driven into or away from the wind direction whichever is most convenient. **Do not** use the boat in high winds or choppy conditions. It is recommended that the drain holes be covered over with waterproof tape during use, to prevent water, breaking over the bow, from entering the boat. This can be removed after each trip and any water drained from the boat, then replaced ready for the next trip.
12. The control reversing switches may be used at anytime bearing in mind that all operations will be affected. It is sometimes useful when using the boat for the first time to use the rudder-reversing switch when the boat is facing towards you.
13. If the transmitter is turned “off” while the boat is still “on”, the boats LED’s will flash, indicating a loss of signal. This feature is useful for finding the boats maximum range in low light and for determining if another radio is interfering with your boat.
14. The pumps may be run out of water without fear of damage, unless fouled by a blockage.
15. A useful tip is to only extend the transmitter aerial by three-quarters, then if you run into range problems simply fully extend the aerial to regain control.

Fault diagnosis

Fault	Causes	Action
Slow running motors	Boat battery voltage is low	Charge the boat battery
Low radio range	Transmitter or boat needs recharging	Charge the transmitter and or boat
Boat does not respond to transmitter control and appears “dead”	Boat battery is flat Transmitter batteries are flat	Charge the boat battery Charge the transmitter
Doors open without command / boat is out of control	Boat or transmitter batteries low Radio interference from other sources	Charge batteries Check other boat users for common channel or check local CB usage
Boat goes round in circles / difficult to steer	Weed/leaf blockage on filters	Remove the blockage
Transmitter lights not coming “on”	Batteries not seating properly in battery compartment	Reinstall batteries
Boat will not steer with rig installed	Line tension too high	Remove bail arm Trail the line from the boat handle with a slip knot
Transmitter batteries fail to charge	Poor contact	Check battery terminals and spring tension
Boat battery fails to charge	Debris in gold accessory socket	Remove debris using non-metallic stick (e.g. tooth-pick)
Door(s) will not open /close	Pressure on door too high Flag plate interfering with rear of hopper	Reduce pressure Gently bend doorplate

Many things will cause radio interference with the boat including other boats users, CB radios, metal to metal rubbing, weather (especially rain), radio “dead spots” (defined areas where the boat receives overwhelming point transmissions from unknown sources). If you suspect a fault with the boat then, before you return the boat, please try again on another water well away from the area possibly causing the problem. If you have any further questions regarding the boat a technical help line is available on;

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