



Marlin Cruiser



**Includes
Radio
Battery and
Charger**



EXCITEMENT IN THE WATER!

You'll be on the water and racing full speed in no time, because the Marlin comes out of the box Ready For Fun! The radio and all electronics are factory installed, so the only thing you have to do is charge and install the battery (charger and battery are included). This 30" long boat comes with a powerful 540 motor and a 6-cell 7.2V battery, which provides outstanding performance in large pools, lakes and ponds.

Compass RADIO CONTROL V-HULL ACTION!
boat models

KIT NUMBER CBM0003

ASSEMBLY MANUAL AND SETUP GUIDE



Compass Boat Models,
P.O. Box No. 402,
Texaco Road PO,
New Territories,
Hong Kong.
Made in China

MARLIN EP RTR SPECIFICATIONS AND FEATURES

- Hull Type: Shallow "V"
- Overall Length: 30 Inches (762mm)
- Overall Width: 7 Inches (178mm)
- Completely Built and Ready-to-Run
- 2-Channel FM Radio Control System
- Proportional Motor Controller (ESC)
- 540-Size Closed End-Bell Electric Motor
- 6-Cell 1800mAH Ni-Cd Battery
- AC Slow Charger
- Large Wing Provides Ample Downforce for Sharp Steering Control
- Easy-Access Radio Compartment
- Replacement Parts Readily Available

Before beginning assembly of your new Compass Boat Models Marlin EP RTR, please read and understand the warnings listed on the next page. Failure to do so could lead to bodily harm and/or injury.

The Compass Boat Models Marlin EP RTR is not intended for persons under 14 years of age, unless closely supervised by an adult.

TABLE OF CONTENTS

CUSTOMER SERVICE INFORMATION	2	ASSEMBLING YOUR MARLIN EP RTR	6
SAFETY WARNINGS	2	SETTING UP YOUR MARLIN EP RTR	8
ITEMS NEEDED FOR USE AND MAINTENANCE	3	GETTING READY TO DRIVE YOUR MARLIN EP RTR	10
MARLIN EP RTR UPGRADE TIPS	3	DRIVING YOUR MARLIN EP RTR	11
PARTS IDENTIFICATION	3	MAINTAINING YOUR MARLIN EP RTR	11
BECOMING FAMILIAR WITH YOUR MARLIN EP RTR	4	TROUBLESHOOTING GUIDE	12
TIPS FROM THE PROS	5	REPLACEMENT PARTS	12

CUSTOMER SERVICE INFORMATION

For Customer Service inquiries, please refer to the separate sheet included with your kit.



SAFETY WARNINGS

GENERAL WARNINGS

- Under no circumstances should you operate your boat if people are in the water nearby. Serious injury could result.
- Never operate your boat at night.
- Never use your boat to chase wildlife.
- The receiver, ESC, servo and motor used in your boat are not waterproof, therefore always make sure that the radio box is sealed closed with clear tape and that the upper deck is fitted during operation.
- Because your boat is operated by radio control, it is important that you ensure that you always use fresh and/or fully charged batteries. Never allow the batteries to run low or you could lose control of the boat.
- If your boat becomes stuck, release the throttle, then retrieve your boat by hand.
- If you are testing the motor, do not touch the spinning propeller on the bottom of the boat. Serious injury could result.
- Electric-powered boats produce vibration when they are running. It is important to periodically check for any loose mounting hardware. Operating the boat with loose screws or fasteners can lead to damage to the boat or its electronics.
- Because the hull is assembled from moulded plastic, use of chemical spray cleaners is not recommended. These cleaners may damage the plastic and/or the decals.
- Only use paper towels or a soft cloth to clean your boat. Use of any abrasives will damage the plastic.

NI-CD BATTERY WARNINGS

- Periodically check the battery for excessive heat build-up during the charging process. If the battery is hot to the touch, remove it from the charger and let it cool. Never leave the battery unattended during the charging process.
- Always allow the battery to completely cool before recharging.
- Never overcharge the battery or serious damage to the battery could result.

RADIO CONTROL SYSTEM WARNINGS

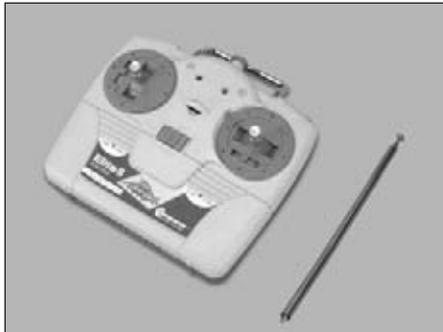
- Always turn on the transmitter before turning on the receiver (boat) and always turn off the receiver before turning off the transmitter. This will prevent stray signals from interfering with the radio control system.
- Always unplug the Ni-Cd battery when not using the boat.
- Never cut the receiver antenna wire shorter or you could lose control of the boat. Allow the excess antenna wire to hang beyond the end of the antenna support tube.
- When operating the boat, make sure the transmitter antenna is completely extended.
- Do not use a battery that has more than 7-Cells (8.4 volts) or the electronics in the boat will be damaged.
- Do not allow the electronics to get wet or they could be damaged.

PARTS IDENTIFICATION

Before beginning final assembly, remove all of the parts from the box and use the photos below to verify that your kit contains all of the correct parts. If your kit is missing a part, please contact us immediately, using the Customer Service Information on page 2.



Marlin EP RTR



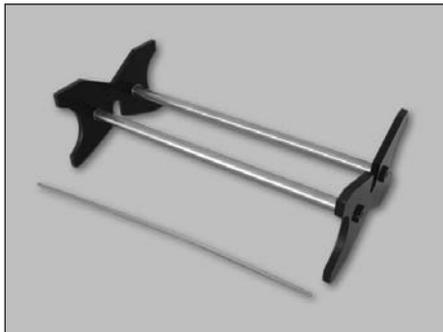
Transmitter and Antenna



6-Cell 1800mAH Ni-Cd Battery



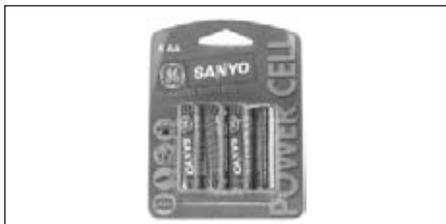
AC Ni-Cd Battery Charger



Boat Stand and Antenna Support Tube

ITEMS NEEDED FOR USE AND MAINTENANCE

This section lists the items that are not included in your kit that you will need to drive and maintain your new Marlin EP RTR. As you can see, there's not much to it!



6 Pack 'AA' Alkaline Batteries



Lubricating Oil (3-in-1 Oil)



Non-Abrasive Cleaner and Paper Towels

MARLIN EP RTR UPGRADE TIPS

The Marlin RTR includes an AC wall charger to charge the Ni-Cd battery. This charger allows you to charge the Ni-Cd battery only where an AC outlet is available. If you'd like to extend your time at the lake and charge the Ni-Cd battery more quickly, we suggest purchasing an AC/DC Ni-Cd/Ni-MH fast-charger. An AC/DC fast-charger will allow you to charge the Ni-Cd battery from both an AC source and a 12V DC power source (like your car battery). This means you can charge the Ni-Cd battery at the lake, allowing you to operate your boat as many times as you want. We suggest the Pro-Peak 2500 Digital AC/DC Peak-Charger.

A 6-Cell 1800mAH Ni-Cd battery is included to power your Marlin EP RTR. For more speed and run-time, we suggest purchasing a 7-Cell Ni-MH battery with more capacity. We suggest the Global/Ripmax 8.4v 3600mAH Ni-MH Stick Pack. The extra cell will give you more speed and the higher capacity will give you more run-time. **Ni-MH Batteries cannot be charged with the charger included!**



BECOMING FAMILIAR WITH YOUR MARLIN EP RTR

TRANSMITTER SAFETY PRECAUTIONS

- Always perform a range check before each first run of the day or after a particularly hard crash, or after your radio control system has been repaired.
- When the green battery status LED goes out and only the red LED is illuminated, replace the transmitter batteries with a fresh set. If you're driving your boat when this occurs, come to shore immediately.
- If the radio control system begins to glitch or act unusually, come to shore immediately.
- Before you operate your boat, always check to make sure that your frequency is clear. Never turn on the transmitter if someone else is on your frequency at the same time. No two radio control systems that are on the same frequency can operate nearby at the same time. If this occurs, both users will lose control of their models. **The frequency number is shown on the crystal mount on the top of the transmitter.**

TRANSMITTER FAMILIARISATION

Each transmitter comes with a sticker on the crystal mount showing which frequency in the 27MHz band that the radio control system operates on. The 27MHz band is shared between model aircraft, cars and boats, so check the frequency if others are in the area before turning on the radio control system. No two models can operate near each other if they are on the same frequency.



Antenna: Transmits the signal from the transmitter to the receiver inside the boat.

Battery Status LEDs: Shows the condition of the transmitter batteries. Both LEDs glow when the batteries are fresh. When only the red LED glows, the batteries should be replaced.

Trim Lever: These levers, one for steering and one for throttle control, allow you to fine tune the centre positions of the throttle and the rudder.

Throttle Control Stick: Used to control the forward speed of the boat. The boat can also be driven in reverse.

On/Off Switch: Turns the transmitter on and off. Two LEDs show the power status of the batteries.

Steering Control Stick: Used to steer the boat. Pushing the steering control stick left or right causes the boat to turn left or right.

Battery Cover: This cover houses the 6 'AA' Alkaline batteries that power the transmitter.

Handle: Moulded into the transmitter case to give you a convenient way to carry the transmitter.

Crystal Mount: Holds the crystal that allows the transmitter to transmit on the correct frequency.

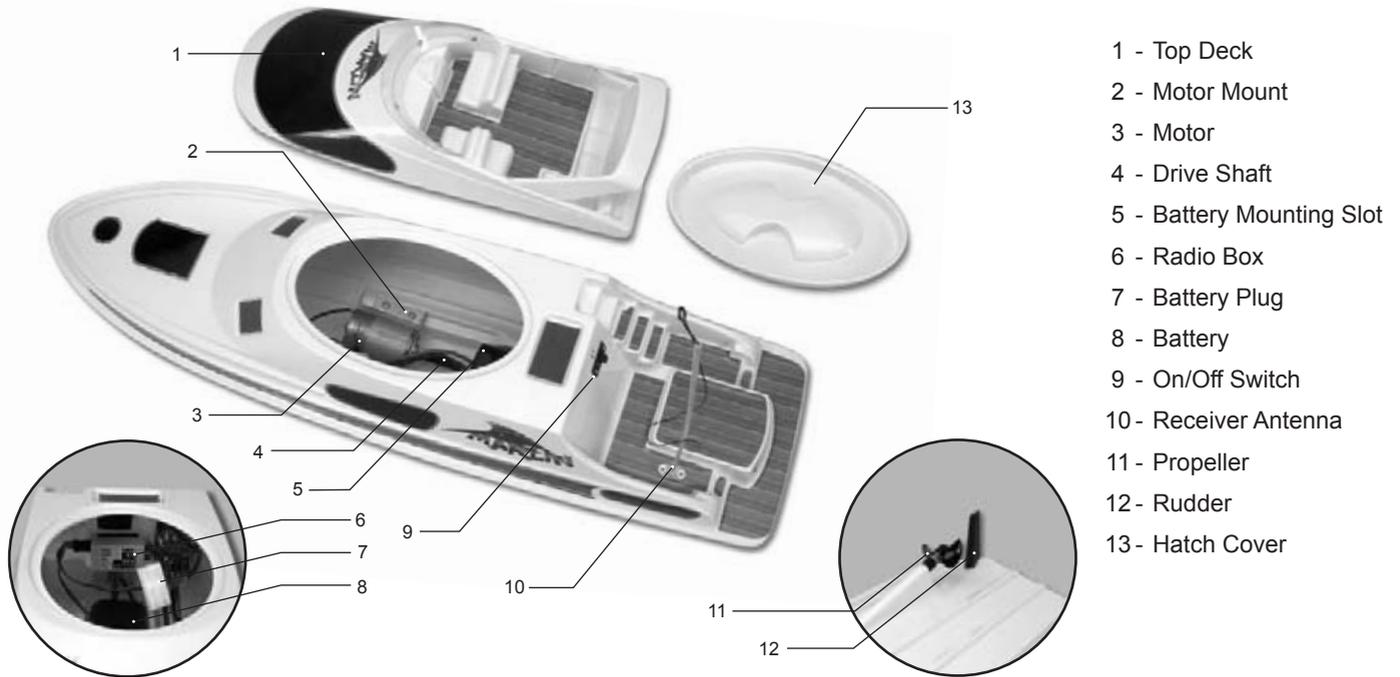
TRANSMITTER UPGRADE TIP

Upgrading your transmitter to use rechargeable Ni-Cd batteries is easy. All you need to do is purchase 6 'AA' rechargeable Ni-Cd batteries and an AC charger. This will save you money in the long run, since you won't need to purchase Alkaline batteries when they run low. This means no more buying 'AA' Alkaline batteries!



NEVER ATTEMPT TO CHARGE AND/OR RECHARGE ORDINARY ALKALINE BATTERIES!

MARLIN EP RTR FAMILIARISATION



Top Deck: Moulded from lightweight, high-strength plastic, the top deck helps prevent water from getting into the hull.

Motor: Provides power to the boat. The Marlin EP RTR features a powerful 540-size motor to reach high speeds.

Motor Mount: Made of aluminium, the motor mount secures the motor to the hull.

Drive Shaft: Connects from the motor to the propeller and features a universal connector for smooth operation.

Battery Plug: The 6-Cell, 7.2v battery connects to this plug to power the motor and the electronics inside the boat.

Battery Mounting Slot: This slot securely holds the 6-Cell battery. The slot can also accommodate a 7-Cell battery.

On/Off Switch: Turns the electronics inside the boat on and off.

Radio Box: Sealed with clear tape to help keep water out, the radio box houses the steering servo, ESC and receiver.

Receiver Antenna: Receives the signals from the transmitter. Never cut the antenna shorter or you'll lose control of the boat after a very short distance.

Rudder Steering Arm: Mounted to the top of the rudder, the steering arm allows the rudder to pivot right and left.

Rudder: The rudder pivots right and left to make the boat turn right and left.

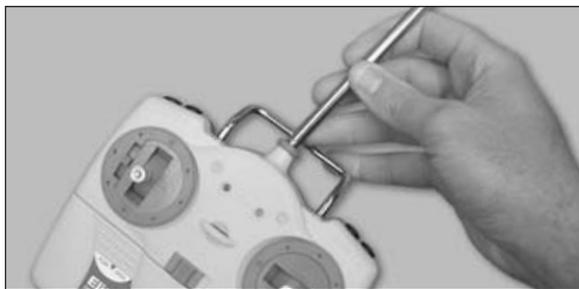
Propeller: The propeller is attached to the drive shaft. When spinning, the propeller creates thrust which pushes the boat forward.

TIPS FROM THE PROS

- When installing the transmitter antenna, don't force the antenna into place or over-tighten it. Doing so could cause damage to the antenna and/or transmitter.
- The Ni-Cd battery is held in place using strips of hook and loop material. When you install the Ni-Cd battery, make sure you push the Ni-Cd battery firmly into position, to ensure that the hook and loop material holds the Ni-Cd battery securely in place.
- If you look closely at the receiver on/off switch, you'll notice that "On" and "Off" are moulded into the switch mounting plate.
- If you have difficulty sliding the antenna wire through the antenna support tube, first pull the antenna wire through your fingers several times to straighten it out, then lightly wet the antenna wire with glass cleaner. The glass cleaner will make the antenna wire slide through the support tube much easier.
- Always make sure you turn on the transmitter first, before turning on the receiver. After you've finished using your boat, turn off the receiver first, then turn off the transmitter. This will prevent stray radio signals from interfering with the radio control system.
- If the rudder can't be centred using the steering trim lever, grasp the rudder with your fingers and firmly turn it until it's centred.
- Before charging the Ni-Cd battery, ensure that it is fully discharged. Discharge the Ni-Cd battery by running the motor until it stops. This will ensure that you don't overcharge the Ni-Cd battery.
- When the Ni-Cd battery in the boat begins to run low, the boat will slow down drastically in a very short period of time. When this happens, immediately return the boat to shore so it doesn't completely run out of power in the middle of the lake.

ASSEMBLING YOUR MARLIN EP RTR

INSTALLING THE TRANSMITTER ANTENNA AND 'AA' BATTERIES



- Push the antenna down into the moulded hole in the top of the transmitter.
- Screw the antenna (clockwise) into place and tighten it **gently** until it stops.

IMPORTANT Do not force the antenna into place or over-tighten it. Doing so could cause damage to the antenna and/or transmitter.



- Remove the battery cover from the front of the transmitter by pulling down on it with one hand while holding the transmitter with your other hand.



- Install 6 fresh 'AA' Alkaline batteries into the battery tray, double-checking to ensure that the polarity is correct for each battery.

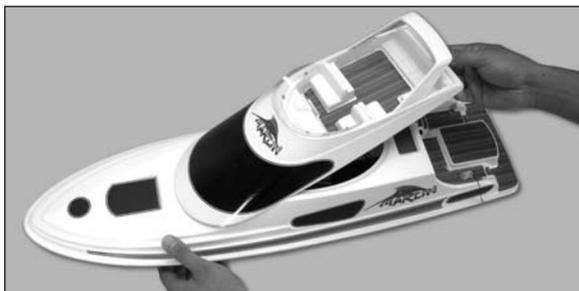
IMPORTANT If you use rechargeable 'AA' Ni-Cd batteries, make sure that they are fully charged before installing them into the transmitter. **Never attempt to charge or recharge ordinary Alkaline batteries.**

- Reinstall the battery cover, making sure it's seated firmly into place.

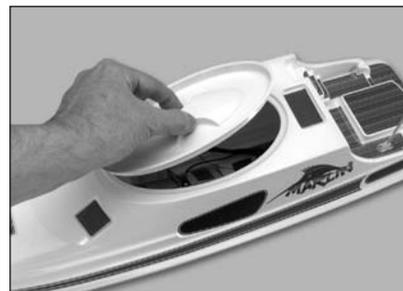
INSTALLING THE NI-CD BATTERY

WARNING Do not charge the Ni-Cd battery before installing it. Charging will be done later.

PRO TIP The Ni-Cd battery is held in place using strips of hook and loop material that are pre-installed at the front of the battery mounting slot and on the bottom of the Ni-Cd battery. When you install the Ni-Cd battery in the next procedure, make sure you push the Ni-Cd battery firmly into position, to ensure that the hook and loop material holds the Ni-Cd battery securely in place.



- Remove the top deck from the boat by first removing the two retaining clips from the back of the deck, then by lifting the back of the deck up and out. Then remove the hatch cover.



- Slide the Ni-Cd battery into the battery mounting slot in the left side of the boat, making sure that the Ni-Cd battery is pushed all the way back into the mounting slot and that the hook and loop material holds the Ni-Cd battery securely in place.

IMPORTANT The Ni-Cd battery plug should be towards the front of the boat.

BEFORE PLUGGING IN THE NI-CD BATTERY, YOU'LL NEED TO MAKE SURE THAT BOTH THE TRANSMITTER AND THE RECEIVER ARE TURNED OFF. THIS WILL ENSURE THAT THE MOTOR DOESN'T TURN ON BY ACCIDENT WHEN YOU PLUG IN THE NI-CD BATTERY.



- Check to ensure that the transmitter on/off switch is in the "OFF" position.



- Check to ensure that the receiver on/off switch is in the "OFF" position.

IMPORTANT If you look closely, you'll notice that "On" and "Off" are moulded into the switch mounting plate.



- Plug the connector on the Ni-Cd battery into the matching connector in the boat.

IMPORTANT As a safety feature, the connectors can only be plugged in one way.

INSTALLING THE ANTENNA SUPPORT TUBE



- Uncoil the receiver antenna wire and slide it into one end of the antenna support tube and out the other end.

IMPORTANT Leave the excess antenna wire hanging from the top of the tube. Under no circumstances should you cut the antenna wire shorter.

PRO TIP If you have difficulty sliding the antenna wire through the antenna support tube, first pull the antenna wire through your fingers several times to straighten it out, then lightly wet the antenna wire with glass cleaner. The glass cleaner will make the antenna wire slide through the support tube much easier.



- Push the end of the antenna support tube firmly into the antenna support tube mount.

SETTING UP YOUR MARLIN EP RTR

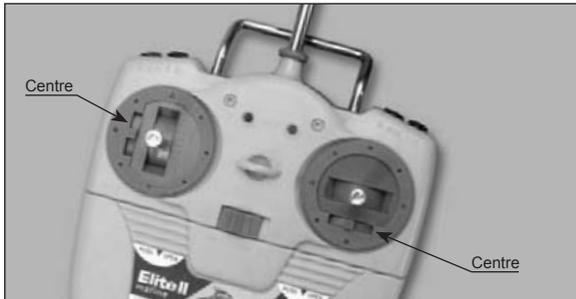
BASIC OPERATION

Moving Forwards: Forward movement is controlled by pushing the throttle control stick on the transmitter (the left-hand stick) forward to turn on the motor. The throttle is proportional, so motor speed is directly related to control stick position. The further forward you push the throttle control stick, the faster the boat will go.

Moving Backwards: Backward movement (reverse) is also controlled by the throttle control stick. When you pull the throttle control stick back, the motor will turn on in reverse, causing the boat to move backwards.

Right and Left Turns: Right and left turns are made by moving the steering control stick (the right-hand stick) on the transmitter. When you move the steering control stick to the right, the rudder moves right, causing the boat to turn right. When you move the steering control stick to the left, the rudder moves left, causing the boat to turn left. As with the throttle, the steering is proportional, too. The further you move the steering control stick one way or the other, the quicker and sharper the boat will turn.

CHECKING THE CONTROLS



- Carefully adjust the two control trim tabs on the transmitter so that they are centred. If the trim tabs aren't centred, gently slide them into the centre position using your finger.



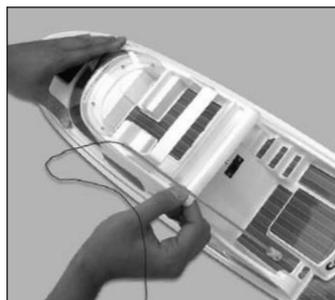
- Turn on the transmitter by moving the on/off switch into the "ON" position. Both LEDs should glow brightly.

IMPORTANT If the green LED does not glow brightly or if ONLY the red LED is glowing, replace the transmitter batteries with new, fresh ones.



- Turn on the receiver by moving the on/off switch into the "ON" position.

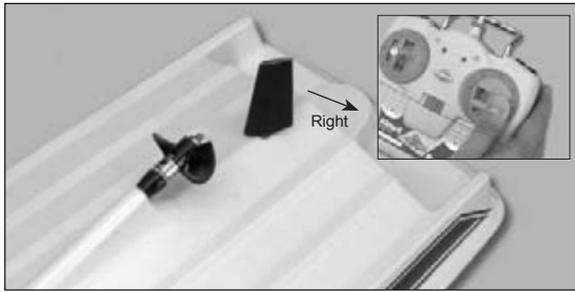
PRO TIP Always make sure you turn on the transmitter first, before turning on the receiver. After you've finished operating your boat, turn off the receiver first, then turn off the transmitter. This will prevent stray radio signals from interfering with the radio control system.



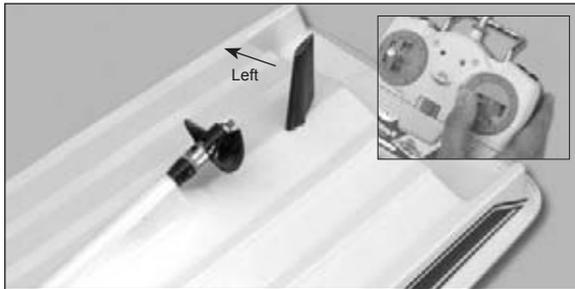
- Replace the hatch cover.
- Slide the front edge of the top deck under the two deck retainers, then push the top deck down and use the two retaining clips to secure it into place.

PRO TIP Use tape to seal the hatch cover if conditions are likely to be adverse so as to further protect the internal electronics.

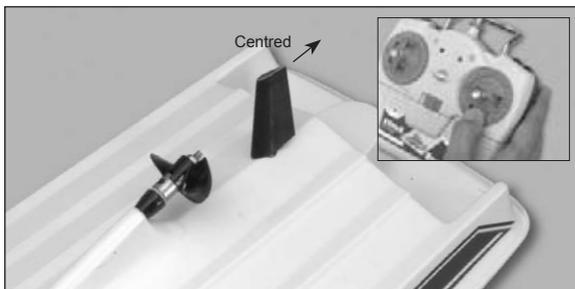
IMPORTANT You'll want to check the controls until the Ni-Cd battery in the boat no longer has enough power to operate the motor. This will allow you enough time to become familiar with how the controls react to the inputs from the transmitter control sticks and it will drain the Ni-Cd battery enough for its first full recharge before use.



- ❑ While looking from the front of the boat (with the boat upside down), push the steering control stick to the right. The back edge of the rudder should pivot to the right. This will make the boat turn right.



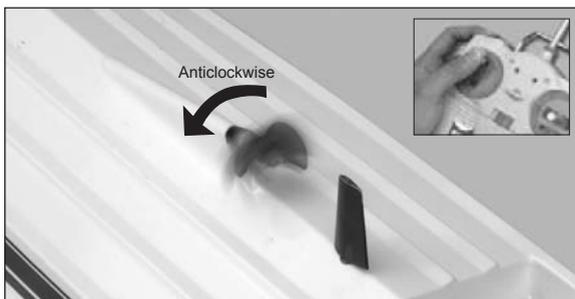
- ❑ While looking from the front of the boat (with the boat upside down), push the steering control stick to the left. The back edge of the rudder should pivot to the left. This will make the boat turn left.



- ❑ With both the steering control stick and the steering trim lever centred, verify that the rudder is centred. It should be straight when viewed from the front or back of the boat. If the rudder is not centred, slide the steering trim lever left or right until it is.

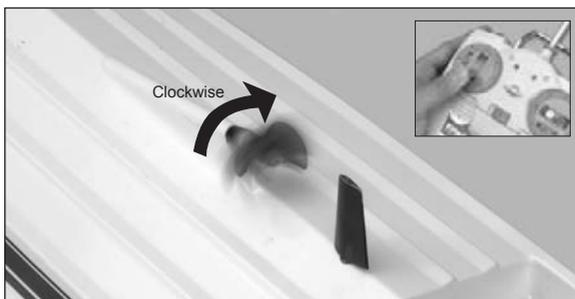
IMPORTANT If the rudder is not centred, the boat will not run straight. It will always turn in one direction or the other.

PRO TIP The rudder can turn back and forth under pressure without turning the steering servo. This design allows the rudder to turn if you were to hit something. This helps prevent damage to the steering linkage and servo. If the rudder can't be centred using the steering trim lever, grasp the rudder with your fingers and firmly turn it until it's centred.



WARNING Before testing the motor, make sure that your fingers and any loose objects are clear of the propeller.

- ❑ Looking from the back of the boat (with the boat upside down), push the throttle control stick forward. The propeller should spin anticlockwise.
- ❑ Release the throttle control stick and the propeller should stop spinning.



- ❑ Looking from the back of the boat (with the boat upside down), pull the throttle control stick backwards. The propeller should spin clockwise.
- ❑ Release the throttle control stick and the propeller should stop spinning.

- ❑ Continue testing the controls until the battery in the boat no longer has enough power to operate the motor. Now turn off the receiver, then turn off the transmitter. Unplug and remove the Ni-Cd battery from the boat and allow it to cool.

GETTING READY TO RUN YOUR MARLIN EP RTR

CHARGING THE NI-CD BATTERY

IMPORTANT Before charging the Ni-Cd battery, it must be fully discharged. Discharge the Ni-Cd battery by running the motor until it stops. This will ensure that you don't overcharge the Ni-Cd battery.

NEVER RUN THE NI-CD BATTERY DOWN SO LOW THAT THE MOTOR STOPS WHILE THE BOAT IS IN AN INACCESSIBLE AREA (LIKE IN THE MIDDLE OF THE LAKE). ALWAYS ALLOW ENOUGH RESERVE POWER TO RETURN TO SHORE, THEN RUN THE NI-CD BATTERY DOWN UNTIL THE MOTOR STOPS.



- Plug the Ni-Cd battery charger into an AC wall outlet socket.
- Plug the battery connector on the Ni-Cd battery into the battery connector on the charger.

IMPORTANT As a safety feature, the connectors can only be plugged in one way.

- Allow the Ni-Cd battery to charge for 8-1/2 to 9 hours. For reference, the Ni-Cd battery capacity is 1800mAh and the charger charges at 200mA per hour. $1800 / 200 = 9$ hours.

Do not charge the Ni-Cd battery for more than 9-1/2 hours or damage to the Ni-Cd battery can occur.

NI-CD BATTERY CHARGING WARNINGS

- Always remove the Ni-Cd battery from the boat when charging it.
- Always allow the Ni-Cd battery to cool before recharging it.
- If the Ni-Cd battery gets hot during the charging process, remove it from the charger immediately.
- Charge the Ni-Cd battery in a well-ventilated area, away from any combustibles.
- Do not charge the Ni-Cd battery for any longer than 9-1/2 hours.
- Never leave the Ni-Cd battery unattended during the charging process.

RANGE TESTING THE RADIO CONTROL SYSTEM

After getting out to the lake, but before running your boat for the first time, you must range test the radio control system. This will ensure that the transmitter is "talking" correctly to the receiver. You should follow this procedure before you run your boat for the first time and after you have a hard crash, or after a repair.

- Turn on the transmitter, then turn on the receiver. Place the boat on its stand on the shore and extend the transmitter antenna completely. Move the control sticks on the transmitter several times to check the controls. They should operate smoothly.
- Walk approximately 75 feet (25 metres) from the boat and move the control sticks on the transmitter once more. Check to make sure that the controls are operating smoothly at this distance. If the controls work normally, the boat has passed its range check and it's okay to use.

WARNING If the radio control system does not range check, don't run your boat! Please refer to the troubleshooting guide on page 12.

THINGS TO DOUBLE-CHECK BEFORE USE

- Double-check that the Ni-Cd battery is fully charged and that the transmitter has fresh batteries installed. When the transmitter is turned on, both the red and the green LEDs should light up.
- The Ni-Cd battery should be charged and/or "topped-up" shortly before use. The Ni-Cd battery will lose some of its charge over time, so don't charge the Ni-Cd battery the day before, then expect it to produce full power when you're ready to use it.
- Double-check all fasteners to ensure that they're tight, then double-check that the throttle trim lever is centred and that the rudder is straight.

RUNNING YOUR MARLIN EP RTR

After you've checked the controls and are satisfied that the range check has been completed successfully, place the boat in the water pointing away from shore. At first, you should run the boat at slower speeds until you get used to the way the boat handles. Notice that the throttle is proportional, meaning that the motor will speed up from off to high power in relation to the position of the throttle control stick. Move the throttle control stick forward slightly and the motor begins turning slowly. Move the throttle control stick forward a little more and the motor speeds up a little more. Move the throttle control stick forward completely and the motor will run at full speed.

Operating the boat is very simple and a lot of fun. Push and hold the throttle control stick forward to make the boat accelerate. At the same time (or when you want to turn the boat), move the steering control stick left and right to make the boat turn left and right.

Once you are familiar with the handling qualities of the boat, feel free to open the throttle completely. You will find that at full throttle the boat is quite fast and agile. With your hand off the steering control stick, the boat should track straight through the water. If the boat constantly turns or "veers" off to one side or the other, "trim" the rudder to make the boat track straight, by sliding the steering trim lever right or left.

The boat also features reverse to help get you out of any trouble. We don't suggest driving in reverse very fast, though, since the boat will be difficult to control.

WARNING When the Ni-Cd battery in the boat begins to run low, the boat will slow down drastically in a very short period of time. When this happens, immediately return the boat to shore so it doesn't completely run out of power in the middle of the lake.

MAINTAINING YOUR MARLIN EP RTR

- When operating in rough water, some water may get into the hull. This will not cause damage, but you should remove the top deck and soak up any water, using a paper towel or rag. **Do not run the boat without the hatch cover and top deck installed.**
- If any of the electronics get wet, remove the hatch cover and top deck and soak up any visible water, using a paper towel or rag, then allow the boat to sit for 24 hours (with the top deck removed) to allow any condensation to evaporate from the electronics.
- Because the hull is assembled from moulded plastic parts, use of chemical spray cleaners is not recommended. These cleaners may damage the plastic. Parts damaged by chemical cleaners will not be covered under warranty.
- Always check the condition of the transmitter batteries before going out to the lake. If you think they might be going flat, replace them with a fresh set.
- After you have finished running the boat for the day, dry the outside of the boat, using paper towels or a clean towel. If the transmitter has become wet from handling, dry it off too.
- After a period of time the hull may accumulate dirt or grass from taking the boat in and out of the water. This debris should be cleaned out, using a paper towel or rag.
- Periodically check the rudder and propeller for any signs of damage.
- Periodically oil the drive shaft and other moving parts to ensure good operation.
- If you drive the boat in saltwater, it's important to clean it afterwards with freshwater, then to oil any moving parts to ensure good operation.

**A TROUBLESHOOTING GUIDE AND A REPLACEMENT PARTS LIST
CAN BE FOUND ON THE BACK PAGE.**

**FOR CUSTOMER SERVICE AND WARRANTY INFORMATION, PLEASE
REFER TO THE SEPARATE SHEET INCLUDED WITH YOUR KIT.**

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE	SOLUTION
1) Radio system does not operate	A) Transmitter batteries are low B) Transmitter batteries are installed incorrectly C) Ni-Cd battery is low D) Ni-Cd battery connector is loose	A) Replace transmitter batteries B) Check that the polarity of the batteries is correct C) Recharge Ni-Cd battery D) Check that Ni-Cd battery connector is plugged in
2) Operating range is short	A) Transmitter antenna is retracted B) Receiver antenna is cut or damaged C) Transmitter batteries are low D) Ni-Cd battery is low	A) Extend transmitter antenna completely B) Contact local distributor (See separate sheet) C) Replace transmitter batteries D) Recharge Ni-Cd battery
3) While running the boat, radio system operates erratically	A) Ni-Cd battery connector is loose B) Motor wiring and/or electronics are loose or damaged C) Electronics are wet	A) Check that Ni-Cd battery connector is plugged in B) Contact local distributor (See separate sheet) C) Allow to dry, uncovered, for 24 hours
4) Boat always turns one way	A) Rudder is not centred	A) Adjust steering trim lever to centre rudder
5) Cannot centre rudder with steering trim lever	A) Rudder is too far off-centre to trim	A) Centre steering trim lever, then firmly turn rudder by hand until centred
6) Boat does not "go"	A) Electronics are wet B) Electronics damaged C) Ni-Cd battery connector is loose	A) Allow to dry, uncovered, for 24 hours B) Contact local distributor (See separate sheet) C) Check that Ni-Cd battery connector is plugged in
7) Ni-Cd battery will not charge	A) Battery not plugged into charger properly B) AC outlet is not functioning C) Battery and/or charger damaged	A) Plug battery into charger securely B) Try a different AC outlet C) Contact local distributor (See separate sheet)
8) Boat vibrates excessively	A) Propeller is damaged	A) Replace propeller

REPLACEMENT PARTS

A complete set of replacement parts for your Marlin EP RTR is available. Listed below are the replacement parts that are available along with their respective part numbers for easy ordering convenience. We suggest ordering replacement parts directly from your local hobby retailer.

If your hobby retailer does not stock Compass Boat Models products, please contact your local distributor, using the Customer Service Information on the separate sheet included with your kit.

						
CBM151275 Instruction Manual	CBM151276 Top Deck	CBM151277 Hatch Cover	CBM151278 Rudder/Arm	CBM151279 Drive Shaft/Coupler	CBM151266 Motor	CBM151280 Motor Mount
						
CBM151281 Propeller	CBM151268 ESC (F/R)	CBM151269 Receiver (27MHz)	CBM151270 Servo	CBM151272/US (USA) CBM151272/UK (UK) CBM151272/EU (EU) AC Charger	CBM151271 7.2v 1800mAH Ni-Cd	CBM151282 Decal Sheet