

Assembly-Instructions

<u>Carp Madness X-Jet Baitboat</u> 2020





We are pleased that you have chosen a kit of the CM bait boat X-Jet. These are selected high-quality components, some of them are specially made for this boat.

The hull is made of ABS, is therefore very light and dimensionally stable and can be easily glued or repaired.

These instructions are intended to facilitate the assembly, but they must be implemented by an experienced modeler. Partly it can be that components have to be modified due to tolerances or that they have to be otherwise installed. These instructions are only intended as a suggestion. There are several ways to complete the boat.

All parts have been tested for their function before shipment. It is important to pay attention to the correct connection of the individual components. In addition, read and implement the instructions of the components carefully to ensure the correct use. For damages that happened due to a non-professional use, we assume no warranty.



Please read these instructions and later the operating instructions carefully before you start working.

Generally, it makes sense to provide all screws with a screw lock.

But now nothing should get in your way:

Assembly of the hull:

1. Installation of the jet drive

Put the hull on the desk. Diese müssen plan eingebracht werden. Man sollte diese einen Tag

The first thing to do is to stick in the herb guards. These must be made according to the plan. You should let dry this for one day. this facilitates the later sealing of the jets.



Next you can glue in the jet engines. It is important to ensure that they fit back through the circular opening, this one maybe has to be reground or adapted.



We recommend fixing the jets first, allowing them to dry overnight. Then seal them properly at the next day. This is a very important step, the lower shell hat to be checked in the water for leaks. The lower shell should be at least one hour in the water.

Attention: the jet must be absolutely straight and parallel, this is very important for the straight-line stability.

In the picture you can see the jet with the mounted motor, for gluing you should not tighten the engine yet, only when the jet is really tight, you can screw the engine. But as a burden to dry the adhesive you can put those already in the jets.





<u>Caution</u>: always carry out the bonds fully, do not save on the adhesive, epoxy resin can be made thicker with a little bit of baking soda for example. But we recommend Sika Flex or a good adhesive silicone.



Before the engine can be screwed, it must be equipped as follows.

Glue all screws, including the threaded rods with screw locking! The connecting sleeve must have a small distance (about 1-2 mm) to the motor.

Now you can screw the engine on the jet. It is important that this is sitting straight on the jet shaft, therefore the nuts on the two threaded rods have to be tighten crosswise.

It is important that the jet shift sits completely in the jet, this must be held against from behind.



If the engine is firmly bolted to the jet, at last the booster nozzle is attached and screwed from behind.



An important step has been taken, when the jets are firmly mounted.



The screw bushings have to be sealed inside and finally everything has to be checked for leaks!

Now you can connect the regulators to the motors. We recommend soldering the wires, this is the best and most durable connection.

Pay attention to the correct polarity, which is recognized best if you let the motors run for the first time later.

Then you feel a stream of air flow out if you stall a hand from behind. If this is not the case, the cables on the motors must be replaced.

Both engines run in the same direction.





Before the other parts are installed, you should let the engines run. To do this, plug the left motor into slot 1 on the receiver and the right motor into slot 2. (black / brown cable out)



Connect the batteries, turn on the regulator and accelerate slowly. The motors must run absolutely easy and free. There must not be anything warm. A very important step, if necessary. Loosen and readjust the screw connection of the motors. Take your time.

2. Now you can start assembling the feed flap(s).

This step is one of the most important, it requires the utmost care. That determines the later quiet and smooth running. It is also very important that both jets are installed absolutely in the same position.

It is possible to equip the boat with one or two feeder flaps. That depends on your field of application; of course with 2 flaps the volume of the feed shafts is halved. With a flap also larger buoys or baitfish can be transported.

The operation works with our 6 channel remote control systems. 2 channels for the motors, one channel for 1 or 2 feed flaps, one channel for the dimmable light and the other two for the release couplings.

Two feed flaps:

If you want to install 2 flaps, you must divide the feed shaft at first. For this purpose, bulges are installed in the boat at the bottom right in the middle of the shaft. In this is a plate glued, which is included in the delivery.

If the shaft is divided, the exact size of each flap can be determined. The two feed flaps are riveted or bolted with stainless steel hinges and also fastened to the boat hull. A smooth running is important.









The assembly of the flaps (one or two parts). It should be looked out during the assembly that the flaps have some play in the height, so the cord remains freely moveable. For this purpose, you can put a spacer of 1 or 2 mm between the feed flap and hull as an aid before screwing. Use only stainless steel or aluminium components because they will not corrode.





inside:

With a 2-piece flap, the largest possible distance between the Bowden cables and a flat radius must be ensured. Optimal is 15 - 17 cm. See picture.

Important: Let the Bowden cable (either only the orange parts or best glue it directly with the inner white Bowden cable) drying over the night. The next day it can then be cut off on both sides sensibly and exactly to fit.

To the feeding flap (put the hull upside down on the table) there must be no gap larger than 1-2 mm.



Later, the servo can be glued directly in front of the motor for operation.



Here is a picture from a XXL



One feed flap:

Again, the flap is bolted to the upturned hull with the included hinges. Again, pay attention to an air of 1-2 mm.



Dissolution from the inside:



Summary: Dissolution of a 1 od 2 pcs. flap:

The inner part of the Bowden cable must perform the support function under the flap.

Drill the hull diagonally at the correct height, then drill the plastic part at an appropriate angle. Insert the Bowden cable into the KS part, first seal it with adhesive

and then spread the adhesive on one side and then stick it to the hull. This ensures a straight run of the Bowden cable.

Cut the Bowden cable to the correct length after curing. Finally, insert the inner part, before grease it necessarily. On the basis of the inner part, the position of the servo can be determined.

It is best to hang it in the middle to give a small radius.

With a 2-piece flap, the largest possible distance between the Bowden cables and a flat radius must be ensured.

<u>Important:</u> This step is very important, because the flap has to work permanently smoothly. Put the servo in the 4th place and test its flawless function! Correct it if necessary.

The 2.4 GHz system does not need an antenna on the receiver. The receiver must be taught to the transmitter as needed in accordance with the operating instructions. It is also important that the antenna of the receiver is as high as possible , this means it is

later also as high as possible above the water level. Likewise, no power lines may be located directly next to the receiver.

The remote control is programmed by us with an optimal program for the boat. Do not adjust anything on the radio, otherwise the warranty will be forfeited. Every change is stored in the device and can be read out by us.



We recommend the following recipient assignment:

left engine in slot 1(seen from the rear)
right engine in slot 2
Dimmable light on 3
1 pcs. Or 2 tlg pcs. Flap on 4
Release couplings (optional backup) on 5 and 6

Important: the dark wire of the 3-core cable must be plugged in pointing outwards on the receiver

Important: the mounted lower shell can be tested in the water already and the operationg behavior can be assessed.

The electronic unit must be inserted and connected in accordance with the label and instructions of the individual components.

The boat should be in the unloaded state leaned slightly backwards in the water. This can e tested easily in the bathtub. Just balance it in the bathtub. This is very important to steer the boat later optimal. Take your time.







Assembly ot the upper shell:

The diodes supplied by us are pre-assembled. These diodes only need to be screwed into the fuselage. After assembly, these should still be sealed. Be sure to secure the screwing of the sockets as this area of the boat will be difficult to reach after gluing.

We recommend to connect the diodes in parallel, because then the other diodes still work, if one fails. To do this, connect all + poles and all - poles of the LEDs together.

This cable has to be soldered to + and - again at the output point of the dimming relay.

Important: The power for the lighting is taken from the electronics unit.

The electronic unit must be inserted and connected in accordance with the label and instructions of the individual components (see lower shell).

The attachment is a double-sided adhesive tape. The cables must of course be laid cleanly after a successful test.

Make sure that the components are still accessible after the hull and the lid have been glued together. It is important to pay attention to the correct polarity.

From inside, the acrylic glass and the voltmeter have to be glued.







Assembly of the main switch:

We recommend our lighted switch, which replaces the small switch on the controller after gluing the fuselage.

This small switch on the controller should be cut off and replaced with the main switch as follows:







<u>Adhesion</u>

After everything works perfectly, the two parts can be glued. Please note that the two parts can not be separated anymore.

It is important to pay attention to clean and grease-free adhesive surfaces. For safety, clean the surfaces of outside and inside of the shaft with some solvent.

Apply the appropriate adhesive (we recommend a special adhesive silicone, adhesive silicone is better, since the residues can be easily removed later) at least 3-5 mm evenly thick.

Now press the lid onto the hull.

Additionally we recommend to rivet inside. It's best if the material spills out everywhere. Then the hull is 100% tight.

Now it is essential to allow the boat to cure completely, because movements (even in the water !!) can cause the joints to open.



The black handle must be drilled on both sides to 10 mm and can then be mounted at the center of gravity final.



Now establish the electrical connections between the upper and lower shell and finally glue the magnets for the lid holder.







CONGRATULATIONS, now everything is ready.



You can always contact us if you have problems with the assembly.

If the boat pulls to one side, it can be reprogrammed at the radio.

You send us the attachment and we reprogram it for you.

We are happy about all pictures of finished CM Bait Boats. The boats can also be coloured.

A lot of fun Tight Lines

wishes

Carp Madness Fishing Tackle

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Battery regulation:

These signs can be found on batteries containing harmful substances:



Pb = Battery contains lead Cd = Battery contains cadmium Hg = Battery contains mercury

The following is intended for those who use batteries or products with built-in batteries and do not resell them in the form supplied to them (end users):



1. Free return of used batteries

Batteries must not be disposed of with household waste. You are legally obliged to return used batteries so that a professional disposal can be guaranteed. You can deliver used batteries at a municipal collection point or in the local trade. We are also obliged as a distributor of batteries for the return of waste batteries, but our withdrawal requirement is limited to the new batteries that are or were in our product range. Old batteries of the aforementioned kind can either be returned to us with sufficient prepaid postage or can be delivered directly free of charge to our dispatch warehouse at the following address :

MK Handels GmbH , Carp Madness, Miesing 21, 84494 Niederbergkirchen

1. Meaning of the battery symbols

Batteries are marked with the symbol of a crossed-out rubbish bin (see below). This Symbol indicates that batteries should not be disposed of with the household waste. At Batteries containing more than 0.0005% by mass of mercury, more than 0.002% by mass Cadmium or more than 0.004% by mass of lead, the chemical denomination of the particular pollutant is located under the rubbish bin symbol - "Cd" stands for cadmium, "Pb" for lead, and "Hg" for mercury. "