



# VELOCITY

## 800BL

### INSTRUCTION MANUAL



*Fast and Furious Offshore Performance!*

#### Specifications

<b>Hull:</b>	ABS
<b>Hull Length:</b>	28-1/2" (72cm)
<b>Overall Length:</b>	32-1/2" (83cm)
<b>Motor:</b>	3536/1800kV Water-Cooled BL Motor
<b>ESC:</b>	60A Water-Cooled Brushless
<b>Transmitter and Receiver:</b>	2-channel, 2.4GHz
<b>Battery:</b>	14.8V 1-4S or 2- 2S 4000mAh 30C LiPo (not included)
<b>Hull Width:</b>	8-1/4" (21cm)
<b>Servo:</b>	40g Waterproof
<b>Weight:</b>	49.5 oz. (1403g)

## OVERVIEW

The Velocity 800 BL arrives 100% factory-assembled out of the box with a 2-channel, 2.4 GHz radio system featuring fully proportional steering and throttle (forward-only), a heavy-duty waterproof servo, and even the AA batteries to power the transmitter. The only items required for completion are the running batteries (one 4S or two 2S LiPo packs) and a suitable battery charger and you'll be ready to run your new Velocity 800 BL at speeds that will get the attention of everyone at the lake!

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## WARNING

Please make sure you read the entire instruction manual to become familiar with the features of the Velocity 800BL before operating. Failure to operate this product correctly can result in damage to the product or personal property – and even cause serious injury.

Please understand that this is a sophisticated hobby product and is not a toy. It must be operated with caution and common sense. Note that it does require some mechanical ability to correctly operate this product. Failure to operate in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not attempt to disassemble or operate with incompatible components or make changes to the product without the approval of HRP Distributing.

This manual contains instructions for safety, operation, and maintenance. It is essential to read and follow all the instructions and warnings in the manual prior to final assembly, setup, or use.

## QUICK START GUIDE

If you're an experienced RC driver, this list will give you all the information you need to get started driving your new boat as quickly as possible. If this is your first RC vehicle, it is strongly recommended that you read the ENTIRE manual before you attempt to operate your new boat.

### Before Boating

1. Before turning on your transmitter, it is important to make sure that the Throttle Ratio Switch at the top of the transmitter is located so that you can read 7:3 on the switch. The transmitter should arrive from the factory fixed in this position, but it is important to confirm before turning on the transmitter. If it is not fixed in this position, it must be moved there before operation. We strongly suggest that once in that position the switch should be locked so that it cannot be moved. For additional details, please see page 9 of this manual.
2. Place the AA batteries in your transmitter and turn on using the switch on the left side of the unit.
3. Install your fully charged battery in the boat. Make sure you use hook and loop on your battery to securely attach it to the hook and loop at the bottom of the boat's hull.
4. Make sure the transmitter throttle trigger and trim are centered, and the switch on the top of the transmitter is positioned toward the rear in the 7:3 position.
5. Connect the battery plug to the ESC plug inside the boat.
6. Make sure the boat is bound to the transmitter. If not, bind the boat to the transmitter using the binding instructions in this manual.
7. Make sure all controls – rudder and throttle – move freely and are turning in the correct direction. If not, refer to the "Checking The Radio System" section in this manual.
8. Adjust the steering rate on your transmitter, as desired.
9. Find a safe and open boating area.
10. Plan a safe boating route for the water and wind conditions.

### After Boating

1. Always unplug the battery from the ESC before turning off your transmitter to make sure the boat cannot be controlled by another device.
2. Remove the battery pack from the boat.
3. Make sure the outside of the boat and inside of the hull are completely dried out before storing your boat. Keep the hatch off the boat during storage to ensure that mold and mildew are not allowed to grow and damage the components.
4. Repair any damage or wear to the boat before running it again.
5. Make sure to lubricate the flex shaft after 2 to 3 hours of running time.
6. Make note of lessons learned from each operation of the boat – including trimming needed, and water and wind conditions.

***Have fun boating!***

## SELF-RIGHTING FEATURE

To ensure that the self-righting feature works correctly, be sure that the openings at the left front and rear left of the boat are clear of obstructions before each run. When the boat becomes capsized it will take up to 10 seconds for the internal cavity to fill with water which will cause the Velocity to return to right-side up. Once upright, use the throttle to continue to run the boat, however keep in mind that the cavity is still filled with water and may affect the speed and control of the boat. After the boat is brought to show make sure to remove the water from the cavity by letting the water drain out the holes at the base of the boat.

## SAFETY PRECAUTIONS

As the owner and user of this product, you are solely responsible for operating it in a manner that does not endanger yourself and others or result in damage to the product or property.

- Never attempt to swim to retrieve a stalled RC boat.
- Never operate your boat while standing in water.
- Never operate your boat in the presence of swimmers.
- The running hardware on RC boats can be very sharp, so use caution when working on or around these parts.
- Be cautious with the propeller when the motor is running. Do not come into contact with it or serious injury could result.
- Due to the sharp hardware, do not operate near or around inflatable objects.
- Keep a safe distance in all directions around your boat to avoid possible collisions or injury. This boat is controlled by a radio signal that is subject to interference from many outside sources and could result in a momentary loss of control.
- Always avoid water exposure to all equipment not specifically designed and protected for this purpose. Moisture can cause damage to unprotected electronics.
- Make sure to keep all chemicals, small parts and anything electrical out of the reach of children.

## AGE RECOMMENDATIONS

**This product is not a toy. Not for use by children under 14 years of age.**

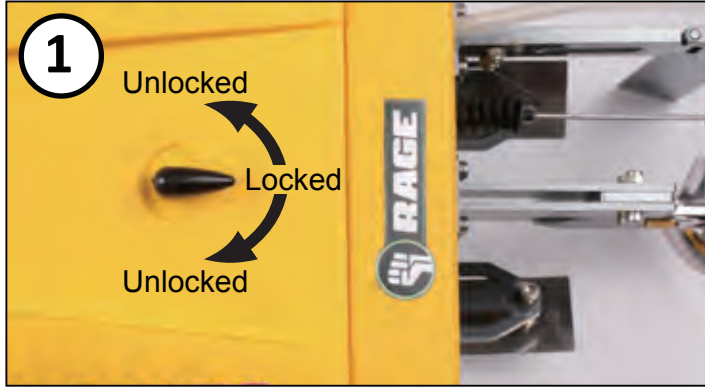
## BATTERY SAFETY PRECAUTIONS

**Important Note:** Lithium Polymer (LiPo) batteries are more volatile than the alkaline, NiCad and NiMH batteries used in other RC applications. All instructions and warnings must be followed exactly to prevent possible personal injury or damage to property, including by fire. By handling, charging, or using LiPo battery you assume all potential risks. If you do not agree with these conditions, please return your complete product in new, unused condition to the place of purchase immediately.

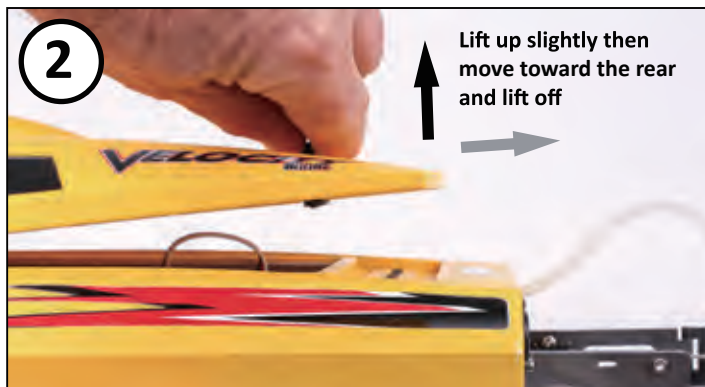
Important - Although the running battery is **NOT** included with this boat, it is important to follow safety instructions included with the battery you purchase to run the Velocity 800BL.

## BATTERY INSTALLATION

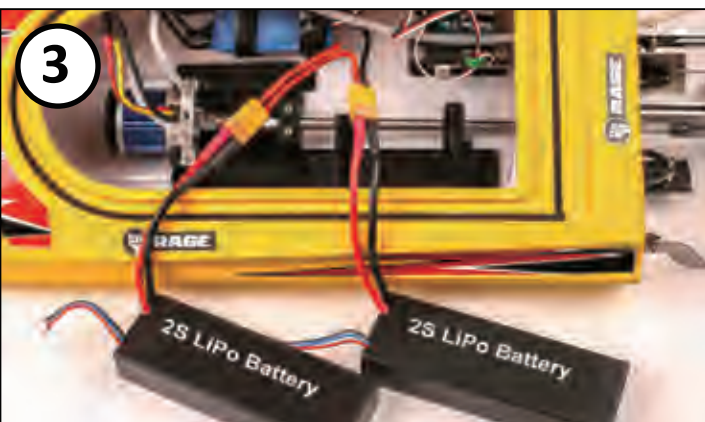
The Velocity is wired so that you have two options for power. You can use either one 4S 4000 mAh pack or two 2S 4000mAh packs. When using a single 4S pack the supplied jumper plug must be plugged into one of the leads. When using the two 2S battery option, one battery will be plugged into each lead.



Rotate the hatch lock 90° clockwise or counterclockwise to unlock the hatch.



Lift up slightly, then move toward the rear and lift off.



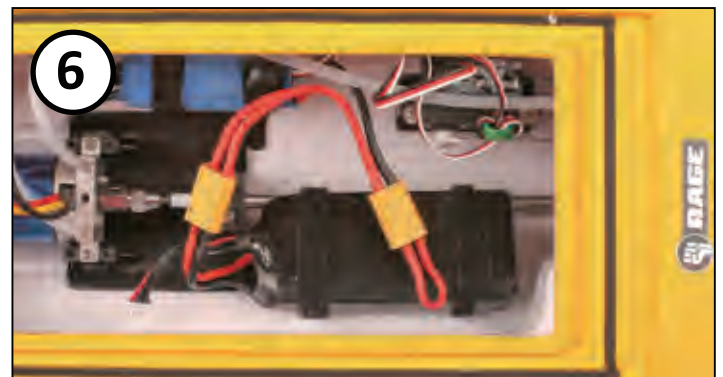
When using two 2-cell packs, plug both into the series harness in the boat. Make sure the transmitter is turned on prior to connecting the batteries.



Stack both batteries in the hull and strap down with the hook and loop fasteners.



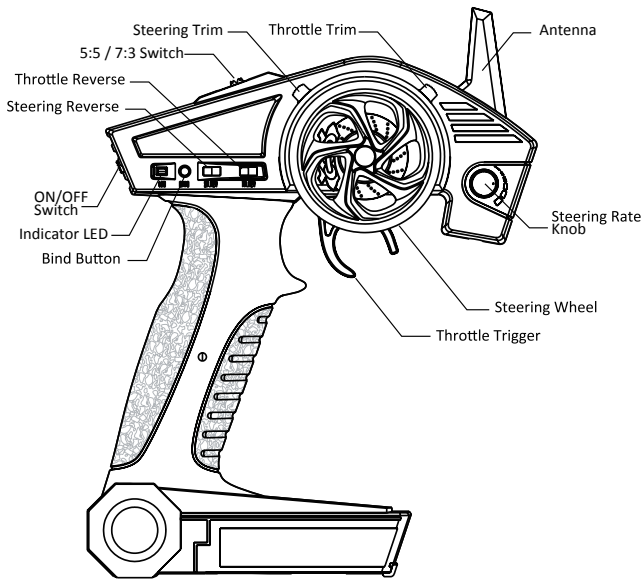
When using one 4-cell pack, plug the battery into one of the connectors and the supplied jumper into the other. Make sure the transmitter is turned on prior to connecting the batteries.



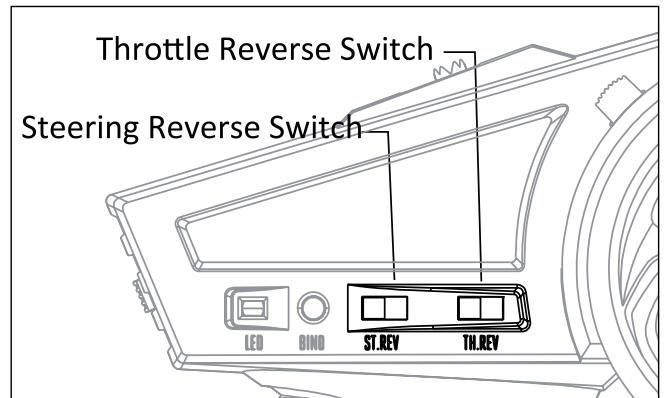
Strap down with the hook and loop fasteners.

# TRANSMITTER OPERATION

## Transmitter Details

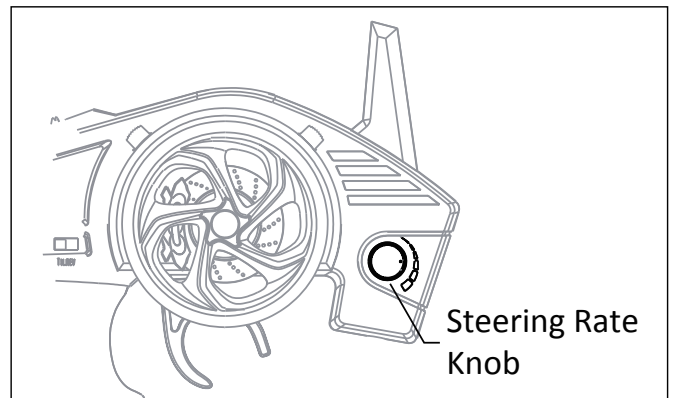


## Servo Reversing Switches



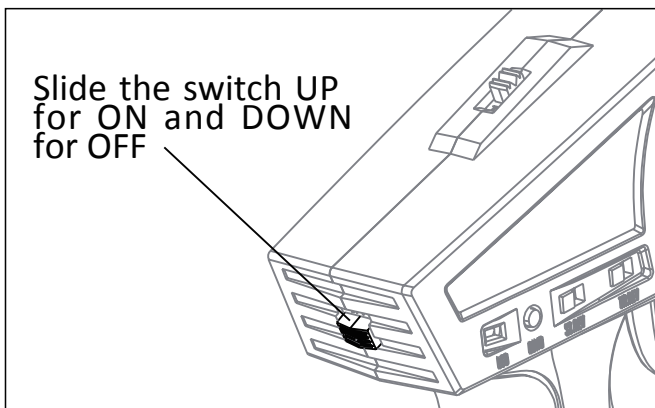
If the direction of travel on the rudder is backwards, slide the steering reverse switch to the other position. It is same principle for the throttle reverse switch.

## Steering Rate Knob

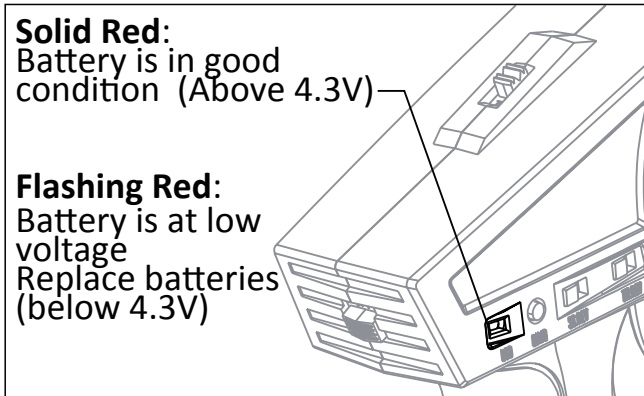


Rotating the knob clockwise will give you greater range in rudder movement. Counter-clockwise will reduce the range of rudder movement. Adjust to suit your driving style and preferences.

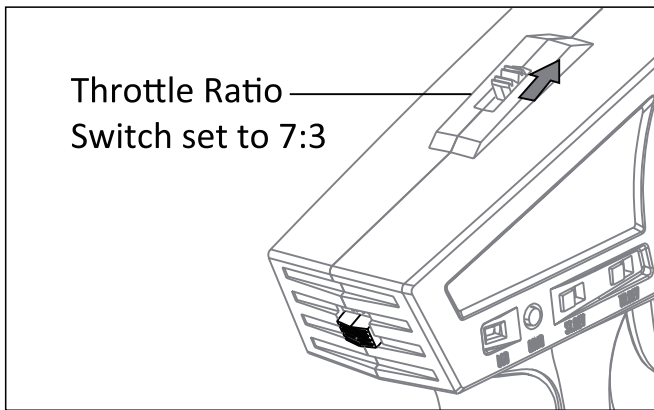
## On/Off Switch



## Battery LED Monitor



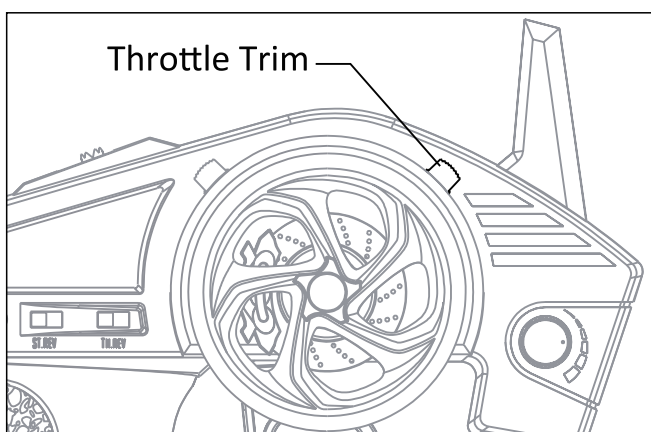
## Throttle Ratio Switch



To safely operate the Velocity 800BL, the switch on the top of the transmitter has been fixed in the 7:3 position, so that you should be able to read the 7:3 above the switch location. If, for any reason, the switch is not in this position, you **MUST** move it before operating the boat. It is important to never move the switch from the position where you can read 7:3.

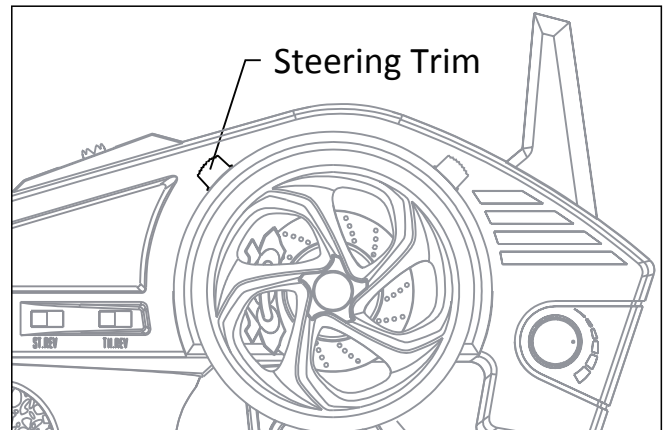
**WARNING:** The switch on the top of the transmitter should arrive fixed in location so that it can never be moved. It is important to **NEVER** move this switch from this location or the throttle could engage the propeller when the transmitter is turned on and potentially cause personal harm or injury.

## Throttle Trim



The throttle trim dial is used to adjust the throttle trim when the throttle stick is released (neutral position). This is typically used to adjust the brakes. Rotating the dial causes the throttle trim (the throttle position at rest) to be changed.

## Steering Trim



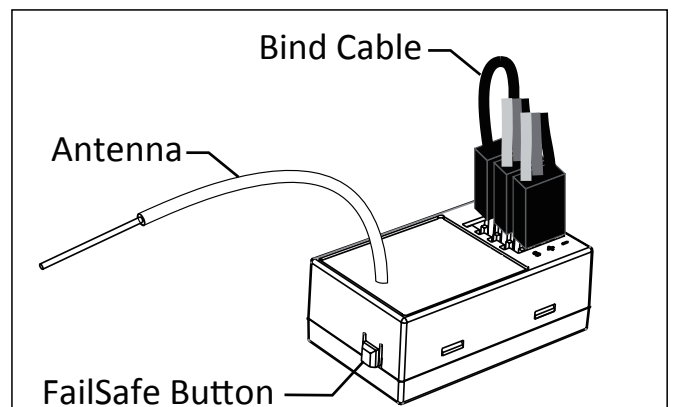
The steering trim button is used to adjust the steering trim when the wheel is centered.

Pushing the button to the right or left changes the steering trim (the steering at rest position). Normally, the steering trim is adjusted until the boat tracks straight.

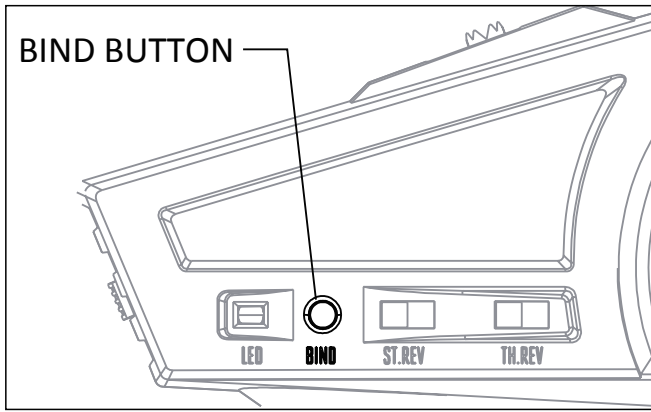
## Receiver Connection and Binding

Binding is the process of programming the receiver to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. When a receiver is bound to a transmitter, the receiver will only respond to that specific transmitter. Your transmitter should have already been bound to the boat at the factory, however if the boat is not responding to the operation of the transmitter after turning on the transmitter and plugging the battery into the boat, please follow these steps:

1. With the transmitter switched OFF Insert the bind cable to bind channel slot.



2. Power on the receiver by plugging the battery into the ESC, then turn on the transmitter. Press the bind button within 5 seconds.



3. Release the bind button and wait for about 5 seconds.
4. After the receiver LED stops flashing binding is complete.
5. Unplug the bind cable and you are ready to run.

**CAUTION:** DO NOT leave the bind cable in the bind channel plug after binding is finished, otherwise the binding program will work automatically each time when you power on the receiver.

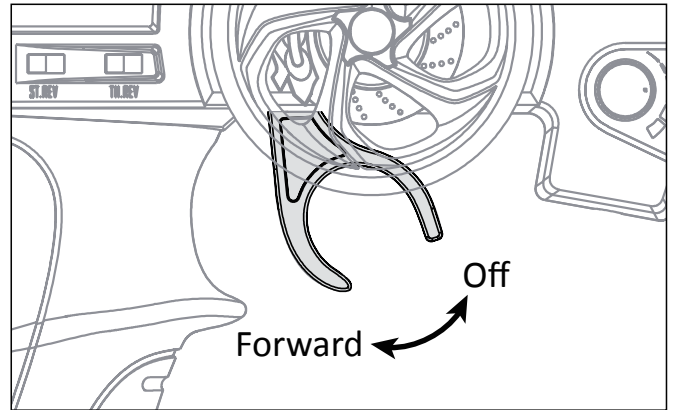
### Failsafe Setting

The Velocity 800BL comes with the receiver failsafe set to NONE. In the event of loss of signal the motor will stop and the vehicle will drift. If the signal is regained, normal function will return. If you wish to program the failsafe to a custom setting, just follow these simple steps:

1. With both the transmitter and receiver powered ON, press the bind button on the receiver for about 3 seconds.
2. The receiver will enter failsafe setting menu and the receiver LED will flash.
3. You have about 3 seconds to move the controls to the position that you wish to program into failsafe.
4. After the 3 seconds the receiver will save the settings and return to normal mode.
5. If you wish to reset to a different setting, simply repeat above steps.

### How to Operate Your Vehicle

- Throttle

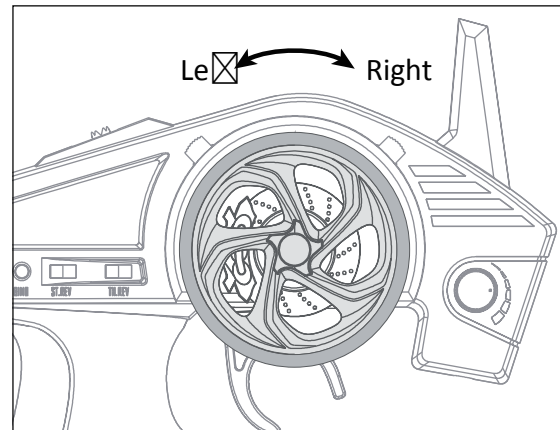


Pull the trigger towards you to make the vehicle go forward.

The proportional speed control means the farther you pull it the faster the vehicle will go.

Release the trigger to stop. Adjust the trim if the motor does not stop when the trigger is released.

- Steering



Rotate the steering wheel clockwise while holding the trigger to turn right.

Rotate the steering wheel counter-clockwise while holding the trigger to turn left.

If the steering is not tight enough, increase the travel volume as described in the following section.



## Changing the Travel Adjust Settings

The travel function supports precise endpoint adjustments in each direction for the steering and throttle channels.

1. Hold the trigger in the full brake position while powering on the transmitter. The LED flashes rapidly, indicating the programming mode is active.
2. Throttle End Point: Hold the trigger in the full throttle position. Turn the TH TRIM clockwise to adjust the full throttle end point.
3. Brake End Point: Hold the trigger in the full brake position. Turn the TH TRIM counterclockwise to adjust the full brake end point. Return the trigger to the center position.
4. Left Steering End Point: Hold the steering wheel in the full left position. Turn the ST TRIM to adjust the left end point.
5. Right Steering End Point: Hold the steering wheel in the full right position. Turn the ST TRIM to adjust the right end point. Return the steering wheel to the center position.
6. Power off the transmitter to save the travel adjust settings. The minimum Travel is 75%, and the Maximum travel is 150%. The default travel settings are 125% steering and 100% throttle.

**CAUTION:** The user is cautioned that changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

**NOTE:** This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in every situation.

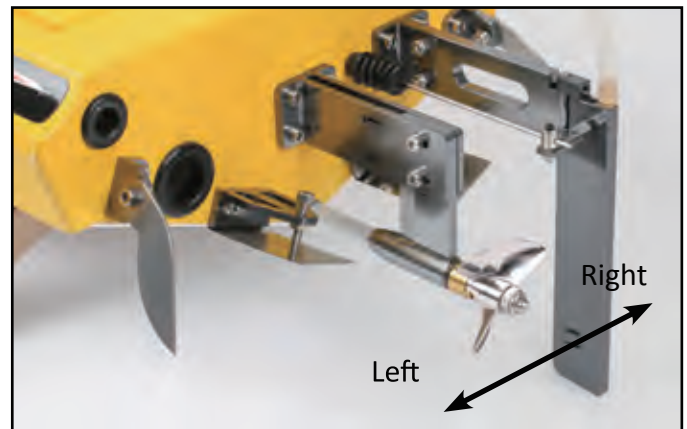
If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.

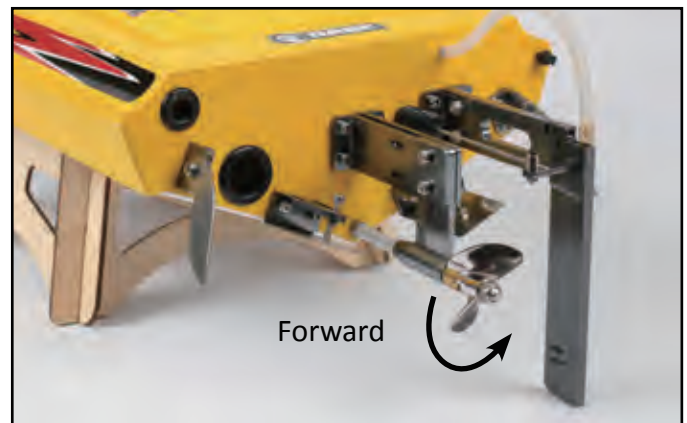
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Contact your local retailer.

## CHECKING THE RADIO SYSTEM AND GETTING STARTED

1. Power on the transmitter by turning on the switch on the left top end.
2. Connect a fully charged battery by plugging it into the ESC inside the hull.
3. Before placing the boat in the water, test the operation of the motor using the trigger on the transmitter. Also check the switch on the top of the transmitter to make sure it is set to the 7:3 position, allowing full forward operation of the motor.



4. Before operating your model, make sure the rudder moves to center position once the battery is plugged into the ESC. If not, you will need to adjust the steering trim located on the transmitter to the above left of the wheel. See the transmitter instructions for directions.
5. Once the rudder is centered, make sure it moves in the corresponding direction when the steering wheel is moved to the right or the left.



6. Once you carefully place the boat in the water, begin driving slowly as you become familiar with the operation. Stay near the shoreline at first if you are driving your boat in a pond or lake. Note that steering the boat right or left is completed by turning the steering wheel on the transmitter in the same direction you want the boat to turn. Begin with small movements of the wheel for wider turns and progress to sharper turns as your skills increase.
7. Make sure you avoid objects in the water at all times while operating the boat.
8. To avoid LVC (Low Voltage Cutoff) drive the boat back to shore or the edge of the pool when it begins to lose speed.
9. Power off by disconnecting the battery pack and then turn off the transmitter.
10. Allow the motor, ESC, and battery packs to cool before charging or operating the boat again.

**TIP:** If it requires a lot of steering trim on the transmitter to have the boat drive straight, return the steering trim to neutral and mechanically center the rudder. To do this, loosen the setscrew at the rudder and center the rudder. Re-tighten the setscrew to secure the rudder pushrod.

**NOTICE:** Always power on the transmitter before plugging in the ESC. Make sure the transmitter is NOT turned off first or the receiver may pick up stray signals from other devices and run out of control. Never transport the boat with the battery connected to the ESC.

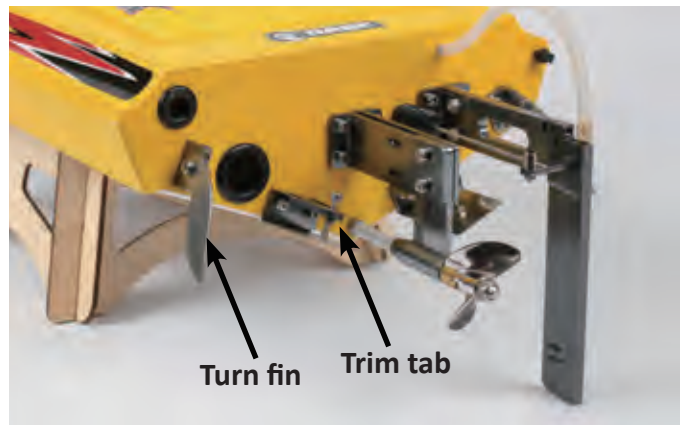
**CAUTION:** Always keep all body parts, hair, and loose items away from a spinning propeller as items can become easily entangled.

## RUNNING HARDWARE ADJUSTMENTS

The turn fins on the transom of the boat can be adjusted to your preferred style of driving the Velocity. For tighter turns, use an appropriately sized wrench to loosen the nut and adjust the fins up towards the boat. For wider turns, the fins should be adjusted down toward the water.

Make sure to tighten the nuts after adjustment prior to running the Velocity again.

The trim tabs on the Velocity can be adjusted to modify the running attitude of the boat. Turn the trim tab adjuster screws clockwise to “push” the bow down into the water if the boat “porpoises” or runs with an excessive bow-high attitude at full speed. Adjust both trim tabs equally and remember that one or two turns will make a significant difference in handling! Conversely, if the hull feels too “planted” (bow-down), adjust the trim tabs anti-clockwise to compensate. Always make small changes and test-run to find the ideal handling on your specific lake and water conditions.



## BOATING TIPS

Avoid boating near other watercraft, stationary objects, waves, wakes and other rapidly moving water. Also make sure to avoid operating the boat near wildlife, floating debris, or overhanging trees that come near the surface of the water. You should also be cautious to avoid boating in areas where there are people swimming or in park waterways and fishing areas. Before using on a pond or lake consult local laws and ordinances before choosing a location to run your boat.

You should only drive at maximum speeds when the water conditions are smooth and there is minimal wind.

When running your boat for the first time, it is recommended that you look for calm wind and water conditions so that you can learn how the boat responds to your control.

When making turns, it is suggested that you decrease the throttle slightly to avoid flipping the boat over.

Never operate your boat in less than 3 inches (8cm) of water.

## MOTOR CARE

- You can prolong motor life by preventing conditions that overheat the motor. Driving with frequent starts, stops, turns or pushing items in the water can overheat the motor. Other driving conditions like continually running at high speed or through rough water or water vegetation will also cause excessive heat and damage the motor. Make sure you avoid these situations whenever possible.
- Though the ESC is equipped with overheat protection, it does not protect the motor from overheating due to extra resistance from the driving conditions mentioned above.

## WHEN FINISHED RUNNING

- First, power off the ESC by disconnecting the battery.
- Next, turn the transmitter off.
- Then, remove the battery from the boat.

**TIP:** Always store the boat open – with the hatch removed, so that the inside of the boat is allowed to completely dry. Excessive moisture allowed to remain in the hull can all mold or mildew to grow and damage the components.

## BOAT MAINTENANCE

Always replace the shaft when it is damaged or shows visible wear. Running the boat with a damaged shaft will not only damage the boat and void the warranty, but could also cause personal injury or property damage.

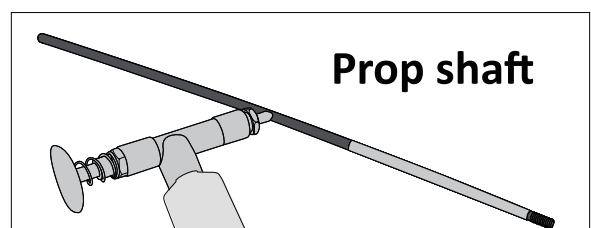
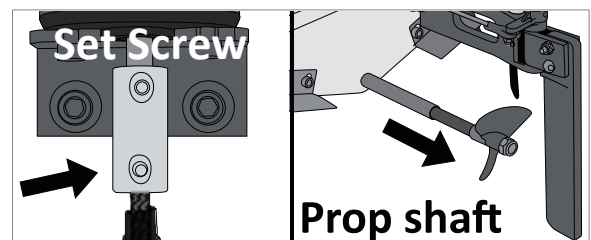
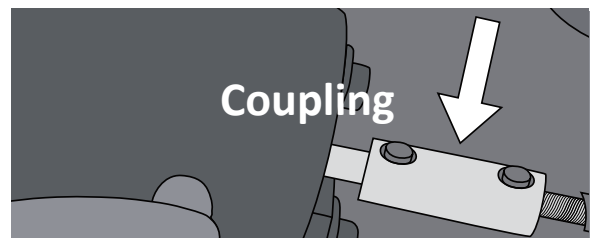
Lubricating the shaft regularly is vital to the life of the drivetrain. The lubricant also acts as a water seal, keeping water from entering the hull through the stuffing box. Make sure this is done after every 2 to 3 hours of operation. Always replace any parts that show excessive wear or damage.

### Lubricating or Replacing the Drive Shaft

1. To remove the shaft, first loosen the coupling between the motor and the shaft.
2. Then, loosen the set screw from the shaft and remove the shaft from the back of the boat.

**TIP:** Use paper or cloth to hold the shaft when it is being removed.

3. Remove the drive shaft by sliding it out of the stuffing box. Wipe excessive lubricant and other materials from the shaft.
4. Lubricate the full length of the shaft assembly up to the drive dog using marine grease.
5. Apply thread lock to the coupling setscrew. Thread lock will help prevent the shaft from loosening during use.
6. Carefully install or reinstall the drive shaft, ensuring that there is a 1 to 2 mm gap between the prop strut and the drive dog to allow for shaft shrinkage under load.



## Marine Grease

**NOTICE:** Running the boat in salt water could cause some parts to corrode. If you run the boat in salt water, make sure it is rinsed thoroughly in fresh water after each use and lubricate the drive system. Because of the corrosive effects, running the boat in salt water is at the discretion of the owner and will void the boat's warranty.

**NOTICE: When running at full speed in choppy waters, the prop may exit and re-enter the water quickly and repeatedly. This will subject the propeller to some stress which may eventually cause damage to the point it will need to be replaced.**

**CAUTION: Do not operate this product in vinyl covered or inflatable pools. Sharp components may cause damage to these materials.**

**CAUTION: Never retrieve your boat from the water in extreme temperatures, turbulence or without supervision.**

<b>Problem</b>	<b>Possible Cause</b>	<b>Solution</b>
Boat will not respond to throttle but responds to other controls	Throttle travel is lower than 100%	Make sure throttle travel is 100% or greater
	Throttle channel is reversed	Reverse throttle channel on transmitter
Extra noise or extra vibration	Damaged propeller, shaft or motor	Replace damaged parts
	Propeller is out of balance	Balance or replace propeller
Reduced runtime or boat underpowered	Boat battery charge is low	Completely recharge battery
	Boat battery is damaged	Replace boat battery and follow battery instructions
	Blocking or friction on shaft or propeller	Disassemble, lubricate and correctly align parts
	Boat conditions may be too cold	Make sure battery is warm before use
	Battery capacity may be too low for conditions	Replace battery or use a larger capacity battery
	Drive dog is too close	Loosen coupling at flex shaft and move out flex shaft a small amount
	Too little lubrication on flex shaft	Fully lubricate the flex shaft
Boat will not bind (during binding) to transmitter	Vegetation or other obstacles block the the rudder or propeller	Remove boat from water and obstacle
	Transmitter is too near boat during biding process	Move powered transmitter a few feet from boat, disconnect and reconnect battery to boat
	Boat or transmitter is too close to large metal object	Move boat or transmitter away from large metal object
	Bind plug is not installed correctly	Install bind plug and bind boat to transmitter
	Boat battery/transmitter battery charge is too low	Replace/recharge battery
Boat tends to dive in or take on water	ESC is off	Check the connection of ESC and battery
	The boat hull is not completely secured	Dry out the boat and ensure the hatch is fully closed on the hull before putting the boat on water
	Center of gravity is too far forward	Move battery backward in the hull
Boat tends to turn to one direction	Trim tabs are angled incorrectly on the back of the boat	Angle each trim tab up a small amount to lift the bow or down a small amount to lower the bow
	Rudder or rudder trim is not centered	Repair rudder or adjust rudder and rudder trim for straight turning when controlling at neutral
	Trim tabs are angled incorrectly	Angle the fins a small amount right or left so that the boat goes straight when the rudder is at neutral

Rudder does not move	Rudder, linkage or servo damaged	Replace or repair damaged parts and adjust controls
	Wire is damaged or connections are loose	Do a check of wires and connections, connect or replace as needed
	Transmitter is not bound correctly or the incorrect model was selected	Re-bind or select correct model in transmitter
	BEC (Battery Elimination Circuit) of the ESC is damaged	Replace ESC
	ESC switch is off	Power on ESC switch
Controls reversed	Transmitter settings are reversed	Do the Control Direction Test and adjust controls on transmitter appropriately
Motor or ESC overheats	Blocked water cooler tubes	Clean or replace water tubes
Motor power pulses then motor loses power	ESC uses default soft Low Voltage Cut-off (LVC)	Recharge boat battery or replace battery that is no longer performing
	Weather conditions might be too cold	Postpone until weather is warmer
	Battery is old, worn out or damaged	Replace battery
	Battery C rating may be too small	Use recommended battery

### REPLACEMENT PARTS LIST

Need spare parts? Contact your local hobby shop or place of purchase. If unavailable, contact Rage RC direct at (800) 860-3709 or visit [www.hobbyrecreationproducts.com](http://www.hobbyrecreationproducts.com).

<u>Item Number</u>	<u>Description</u>
RGRB1208	Velocity 800 BL Deep Vee RTR
RGRB1262	Painted and Decorated Hull; Velocity 800 BL
RGRB1263	Painted Replacement Canopy: Velocity 800 BL
RGRB1264	Canopy Latch (2); Velocity 800 BL
RGRB1265	3536/1800KV Brushless Motor; Velocity 800 BL
RGRB1266	Brushless Motor Coupler; Velocity 800 BL
RGRB1267	60A Brushless ESC (Water-Cooled); Velocity 800 BL
RGRB1268	Stainless Steel Rudder; Velocity 800 BL
RGRB1269	Rudder Push Rod (2); Velocity 800 BL
RGRB1270	Stainless Steel Shaft Bracket; Velocity 800 BL
RGRB1271	Running Hardware Set; Velocity 800 BL
RGRB1272	Prop Shaft w/ Prop; Velocity 800 BL
RGRB1273	Teflon Shaft Tubing; Velocity 800 BL
RGRB1257	Stainless Steel Propeller (3); SC700BL, Velocity 800 BL

## **LIMITED WARRANTY**

Warranty Period: Rage R/C warrants that the Velocity 800BL ("Product") will be free from original factory defects in materials and workmanship upon purchase ("Warranty Period").

What is Not Covered - This warranty is not transferable and does not cover (a) cosmetic damage, (b) damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or due to improper use, installation, operation or maintenance, (c) modification to any part of the Product, (d) attempted service by anyone other than a Rage R/C authorized service center, or (e) Product not purchased from an authorized Rage R/C dealer.

OTHER THAN THE EXPRESS WARRANTY ABOVE, RAGE R/C MAKES NO OTHER WARRANTY OR REPRESENTATION, AND THEREFORE DISCLAIMS ANY AND ALL IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY AND SUITABILITY FOR A PARTICULAR PURPOSE. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL MEET THE REQUIREMENTS OF THEIR INTENDED USE.

Purchaser's Remedy - Rage R/C's sole obligation and purchaser's sole and exclusive remedy shall be that Rage R/C will, at its option, either (a) service, or (b) replace, any Product determined by Rage R/C to be defective. Rage R/C reserves the right to inspect any and all Product(s) involved in a warranty claim. Service or replacement decisions are at the sole discretion of Rage R/C. Proof of purchase is required for all warranty claims.

SERVICE OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

Limitation of Liability - RAGE R/C SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY, REGARDLESS OF WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, TORT, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER THEORY OF LIABILITY, EVEN IF RAGE R/C HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

Further, in no event shall the liability of Rage R/C exceed the individual price of the Product on which liability is asserted. As Rage R/C has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law - These terms are governed by Utah law (without regard to conflict of law principals). This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Rage R/C reserves the right to change or modify this warranty at any time without notice.

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