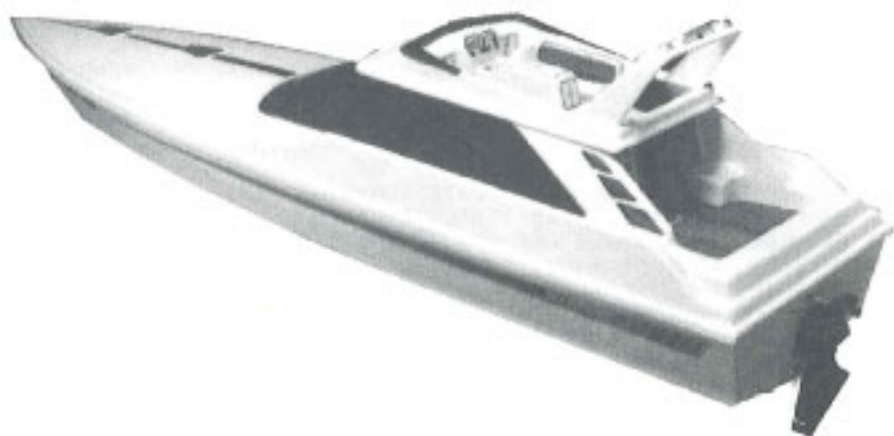


Italia

**FLYING-BRIDGE HIGH PERFORMANCE
ELECTRIC CRUISER**



INSTRUCTION & OPERATING MANUAL



MODEL RACING PRODUCTS, INC.
18676 142nd N.E.
WOODINVILLE, WA 98072

ITALIA INSTRUCTION MANUAL

THANK YOU FOR PURCHASING THE ITALIA FLYING-BRIDGE, HIGH PERFORMANCE ELECTRIC CRUISER. WE HOPE YOU WILL ENJOY MANY HOURS OF TROUBLE FREE BOATING. WE SUGGEST THAT BEFORE YOU START THE ASSEMBLY WORK THAT YOU PLEASE READ THROUGH THIS CONSTRUCTION MANUAL TO FAMILIARIZE YOURSELF WITH THE VARIOUS PARTS, THEIR FUNCTION, AND THE CORRECT ASSEMBLY PROCEDURES. THIS WILL ASSURE PROPER OPERATION AND MANY HOURS OF ENJOYMENT.

ASSEMBLY

IF YOU HAVE KIT #10-1930 (RTR) OR #10-1931, IT IS NOT NECESSARY TO DO ANY OF THE FOLLOWING ASSEMBLY, SO YOU CAN SKIP AHEAD TO THE RADIO INSTALLATION SECTION. KIT #10-1932 DOES REQUIRE THE FOLLOWING ASSEMBLY WHICH WE SUGGEST BE DONE IN THE SEQUENCE WE DESCRIBE.

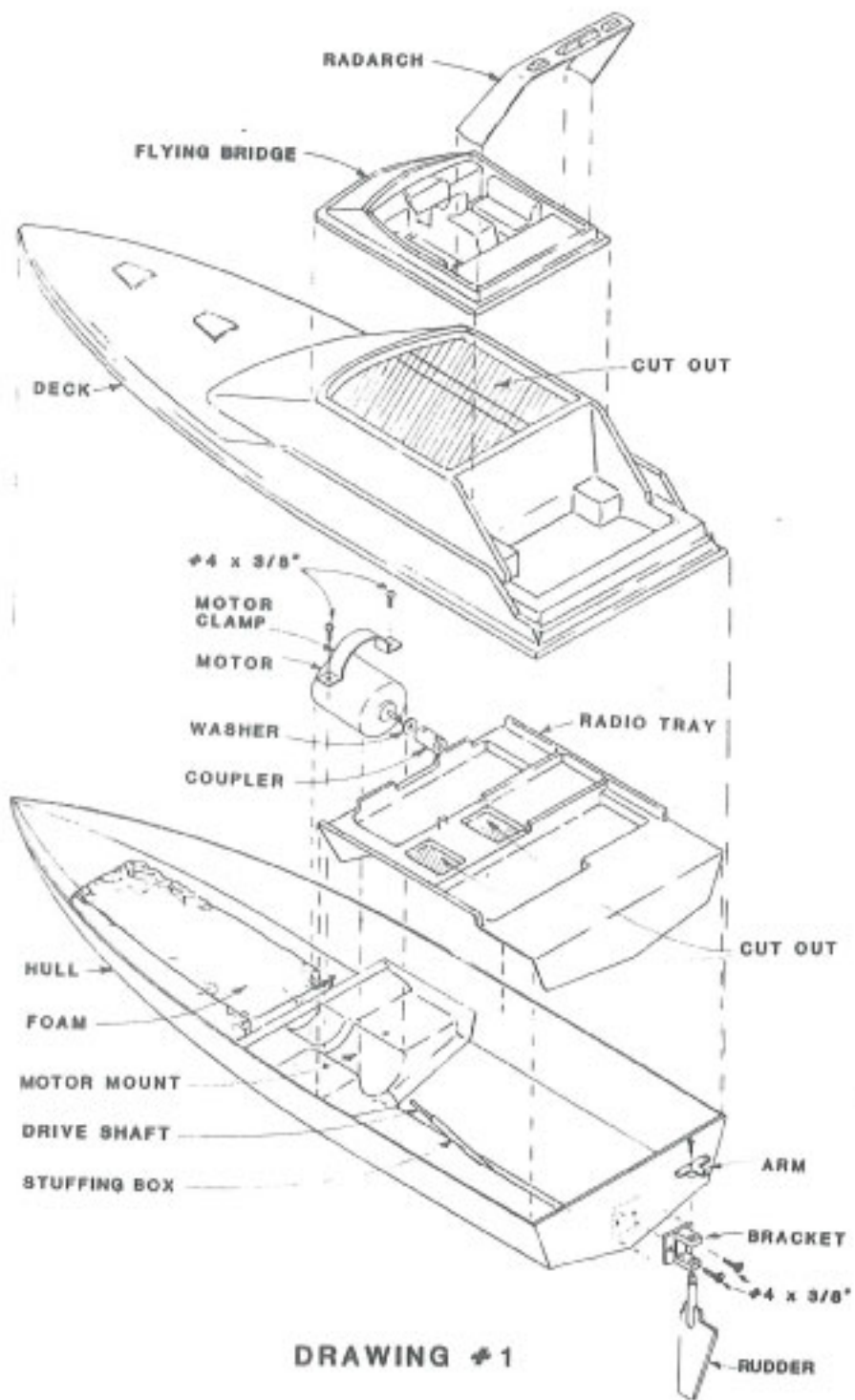
DEPENDING UPON THE KIT YOU RECEIVED, THE FOAM FLOTATION, RADIO TRAY, STUFFING BOX, AND THE MOTOR MOUNT HAVE BEEN INSTALLED AT THE FACTORY FOR YOU. IF, FOR SOME REASON, ANY OF THESE HAVE BEEN REMOVED OR BROKEN LOOSE, USE TESTORS NO. 3501 OR AN EQUIVALENT GLUE TO RE-SECURE. REFER TO DRAWING #1 TO IDENTIFY THE BASIC PARTS AND THEIR LOCATION.

1. THE BACK OF THE RADIO TRAY IS GLUED AGAINST THE TRANSOM (REAR OF THE BOAT) AND ALONG THE EDGES. USING A SHARP X-ACTO (OR SIMILAR) KNIFE CUT OUT THE BOTTOM OF THE SERVO SLOTS SO THAT THE SERVO FITS SNUGLY IN THEM WITH A NOTCH FOR THE SERVO WIRE TO EXIT.

2. USING THE FULL SIZE TRANSOM TEMPLATE (DRAWING #13), DRILL 1/16" HOLES FOR THE RUDDER BRACKET SCREWS. THIS TEMPLATE ALSO SHOWS THE LOCATION FOR TRIM TABS (NOT PROVIDED). (WHILE OUR PROTOTYPE ITALIA RAN LEVEL IN THE WATER WITHOUT TRIM TABS, EACH BOAT IS A LITTLE DIFFERENT AND YOU MAY WISH TO INSTALL THEM.) INSERT THE RUDDER INTO THE BRACKET AND CHECK FOR A EASY, SMOOTH BUT NOT LOOSE OPERATION. IF TIGHT, LIGHTLY SAND THE RUDDER POST WITH 400 WET/DRY SANDPAPER. SECURE THE BRACKET USING #4 X 3/16" SELF-TAPPING SCREWS (DO NOT OVER TIGHTEN). LIGHTLY SECURE THE ARM TO THE RUDDER POST USING THE #2 X 5/16" SCREW PROVIDED. THIS WILL BE REMOVED LATER TO INSTALL THE LINKAGE AND DRIVE SHAFT. SEE DRAWING #1 FOR RUDDER ASSEMBLY.

3. THE HULL AND DECK ARE PRE-TRIMMED BUT WE SUGGEST YOU CLEAN UP ANY ROUGH EDGES WITH SANDPAPER, KEEPING ALL THE EDGES AS STRAIGHT AS POSSIBLE. THIS WILL GUARANTEE A GOOD SEAL WHEN GLUING. YOU WILL NEED TO CUT OUT THE UPPER OPENING OF THE DECK AS SEEN IN DRAWING #1. USING A SHARP X-ACTO TYPE KNIFE, SCORE AROUND THE INSIDE CHANNEL THREE OF FOUR TIMES FROM THE TOP. BEND THE PLASTIC ONCE OR TWICE AND THE PIECE SHOULD FALL OUT EASILY. (NOTE: GIVEN THE DESIGN OF THE ITALIA, IT IS SOMEWHAT EASIER TO INSTALL THE RADIO EQUIPMENT WITH THE DECK OFF.) BEFORE APPLYING ANY GLUE YOU SHOULD FIRST TEST FIT THE HULL AND THE DECK TO SEE HOW BEST TO JOIN THEM WHILE GLUING.

4. INSTALL THE THRUST WASHER AND THEN THE ALUMINUM COUPLER ONTO YOUR MOTOR SHAFT AND TIGHTEN THE SET SCREW ONTO THE FLAT SPOT ON THE SHAFT. WHEN THE COUPLER IS PUSHED TOWARD THE MOTOR, THE THRUST WASHER SHOULD BE RUBBING AGAINST BOTH THE COUPLER AND THE MOTOR. SET THE MOTOR INTO THE CRADLE (MOTOR MOUNT) AND POSITION THE PREFORMED ALUMINUM CLAMP OVER IT. USING THE HOLES IN THE CLAMP AS A GUIDE, DRILL A 1/16" HOLE INTO THE SIDES OF THE CRADLE. BE CAREFUL NOT TO DRILL TOO DEEP! IT IS ONLY NECESSARY TO DRILL ABOUT 1/8" TO GO THROUGH THE MATERIAL. SECURE THE CLAMP TO THE MOTOR MOUNT WITH #4 X 3/8" SHEET METAL SCREWS, BEING CAREFUL NOT TO OVER-TIGHTEN AND POSSIBLY STRIP THE MATERIAL.



DRAWING # 1

5. IF YOU WISH TO INSTALL THE DECK AT THIS TIME, LAY IT UPSIDE DOWN AND, AS SEEN IN DRAWING #4, APPLY A CONTINUOUS THIN BEAD OF GLUE (TESTORS NO. 3501 OR ITS EQUIVALENT) IN THE SMALL CHANNEL WHICH RUNS ALONG THE OUTSIDE EDGE. BE SURE NOT TO LEAVE ANY GAPS IN THIS GLUE LINE AS IT CAN RESULT IN A POOR SEAL AND ALLOW LEAKS. BE CAREFUL NOT TO USE TOO MUCH GLUE OR THE PLASTIC WILL DEFORM. USE MASKING TAPE AND/OR RUBBER BANDS TO HOLD THE DECK AND HULL TOGETHER WHILE THE GLUE IS DRYING. WE SUGGEST YOU ALLOW AT LEAST A COUPLE OF HOURS FOR THE GLUE TO DRY BEFORE HANDLING.

6. SCREW ONE OF THE SMALL BRASS NUTS ONTO THE THREADED END OF THE DRIVE SHAFT UNTIL IT IS TIGHT. WITH THE SLOTTED SIDE TOWARD THE BRASS NUT, THREAD THE PROP ONTO THE SHAFT UNTIL IT IS TIGHT AGAINST THE NUT. THREAD THE SECOND SMALL BRASS NUT ONTO THE DRIVE SHAFT AND TIGHTEN IT AGAINST THE PROP. A DROP OF GLUE ON THE SECOND NUT IS ADVISED TO PREVENT IT FROM COMING LOOSE. LUBRICATE THE DRIVE SHAFT WITH LIGHT OIL OR VASELINE AND INSTALL IT INTO THE BRASS STUFFING BOX TUBE AND INTO THE MOTOR COUPLER. AFTER TIGHTENING THE COUPLER SCREW ONTO THE SHAFT, LOOSEN IT AND REMOVE THE SHAFT. THE SCREW SHOULD HAVE LEFT A SMALL MARK ON THE SHAFT. FILE A SMALL FLAT SPOT ONTO THE SHAFT AT THIS POINT AND RE-INSTALL THE SHAFT. THIS WILL PROVIDE A MORE SECURE DRIVE SHAFT CONNECTION.

7. CUT TO BRIDGE CLIPS (DRAWING #5) 1/2" WIDE FROM THE STOCK MATERIAL PROVIDED. TAPER THEM AND GLUE THEM SECURELY IN PLACE AS SEEN IN THE DRAWING. LET THESE DRY THOROUGHLY - AT LEAST TWO HOURS. THE RADARCH (DRAWING #1) CAN ALSO BE TRIMMED, SANDED AND GLUED IN PLACE AT THIS TIME. YOU MAY SECURE THE RADARCH ONTO THE UPPER RAILS OF THE BRIDGE OR SET IT DOWN INSIDE THE RAILS.

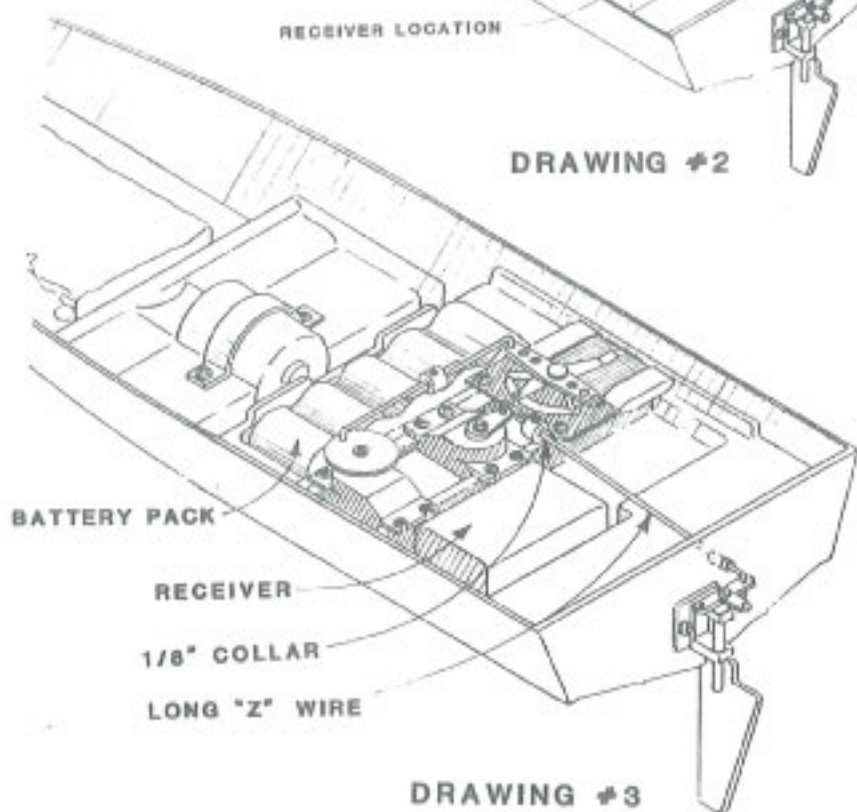
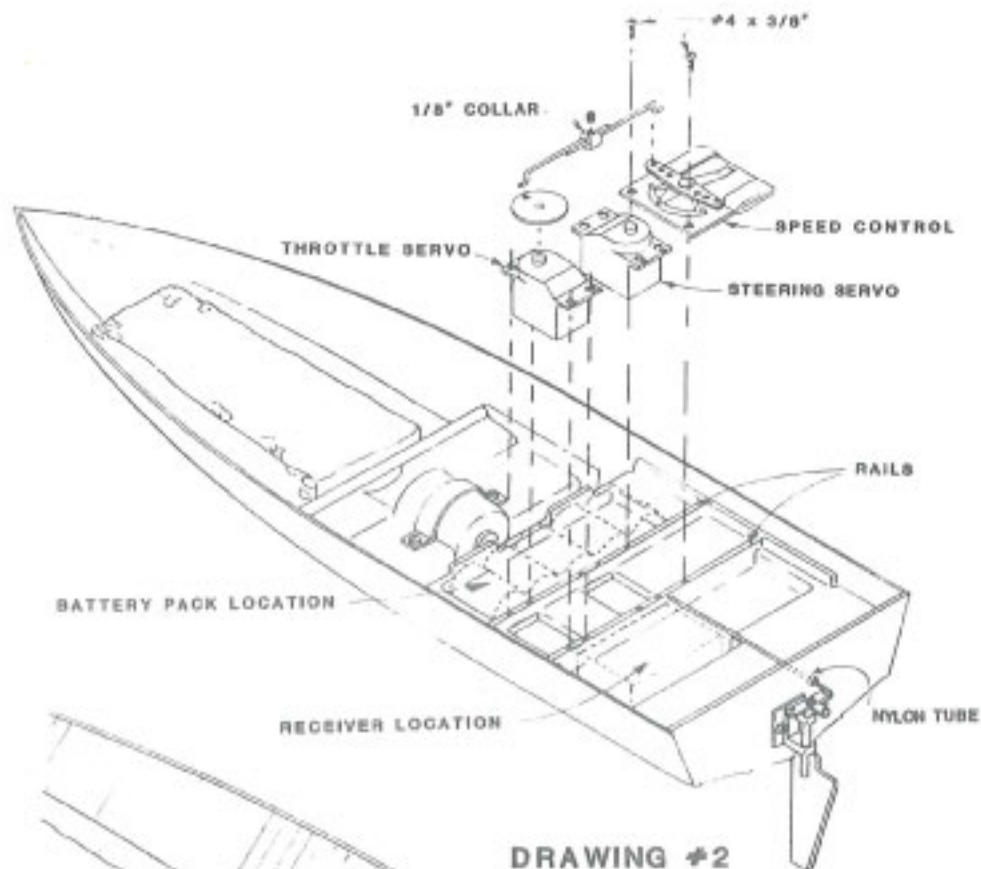
RADIO INSTALLATION

BEFORE YOU START THE ACTUAL INSTALLATION OF THE RADIO COMPONENTS, WE SUGGEST YOU REVIEW DRAWINGS #2, #3, AND #6 TO GET A CLEAR IDEA OF THE LAYOUT.

BEFORE INSTALLING ANYTHING, YOU HAVE TO DECIDE WHETHER YOU WANT TO USE THE ONBOARD BATTERY PACK TO POWER YOUR RECEIVER OR TO INSTALL THE BATTERY AND SWITCH THAT COMES WITH YOUR RADIO EQUIPMENT. THE ADVANTAGE OF USING THE ONBOARD BATTERIES IS THAT YOU DO NOT HAVE TO ADD THE ADDITIONAL WEIGHT OF THE RADIO BATTERY PACK AND THE MINOR BALANCING PROBLEMS THAT THIS MIGHT CAUSE. YOU AUTOMATICALLY TURN ON THE BOAT RADIO WHEN YOU PLUG IN THE ONBOARD BATTERIES. THE ADVANTAGE OF USING THE RADIO BATTERY PACK AND SWITCH IS THAT YOU HAVE A SEPARATE SOURCE OF POWER FOR YOUR RADIO EQUIPMENT WHICH YOU CAN TURN ON OR OFF.

IF YOU CHOOSE TO USE THE ONBOARD BATTERIES TO POWER YOUR RADIO YOU WILL NEED TO SOLDER A PLUG ONTO THE SPEED CONTROL WIRES THAT PLUGS INTO THE BATTERY OUTLET ON YOUR RADIO RECEIVER. DRAWING #6 SHOWS THE TWO SMALLER WIRES THAT GO TO THE RADIO RECEIVER. BE SURE TO MAINTAIN POSITIVE AND NEGATIVE CONTINUITY IN THE WIRING.

IF YOU CHOOSE NOT TO USE THIS SET UP, YOUR RADIO RECEIVER BATTERY PACK SHOULD BE PLACED IN THE CENTER OF THE BOAT AND PREFERABLY ON THE LEFT SIDE (TO BALANCE THE RIGHT TORQUE OF THE MOTOR). YOU CAN SECURE THE BATTERY PACK USING DOUBLE SIDED SERVO TAPE. YOU MUST MAKE SURE IT DOES NOT TOUCH THE DRIVE SHAFTS OR INTERFERE WITH THE SERVO/CONTROL LINKAGE OPERATIONS. THE SWITCH CAN BE MOUNTED ON THE LEFT INSIDE OF THE UPPER DECK ALSO USING DOUBLE SIDED TAPE. (SEE DRAWING #7). POSITION IT SO IT DOES NOT INTERFERE WITH THE BRIDGE CLIPS THAT HOLD THE FLYING BRIDGE ONTO THE DECK.



WHILE DISCUSSING THE SPEED CONTROL CONNECTIONS, IT SHOULD BE NOTED THAT ON SOME OF OUR ELECTRIC KITS, WE HAVE BENT UP A COPPER CONTACT ARM ON THE SPEED CONTROL SO THAT THE BOAT CANNOT BE PUT INTO REVERSE. THIS HAS BEEN DONE BECAUSE IF THE BOAT IS PUT INTO FULL REVERSE POWER, IT CAN VERY QUICKLY BE PULLED BACKWARDS AND DOWN TO THE BOTTOM OF THE WATER YOU ARE RUNNING IN. IF YOU DESIRE REVERSE IN YOUR BOAT, RE-BEND THE CONTACT BUT **WARNING: USE REVERSE CAREFULLY. THIS IS VIRTUALLY THE ONLY WAY YOUR BOAT CAN BE SUNK AND M.R.P. IS NOT RESPONSIBLE FOR SUNKEN BOATS.**

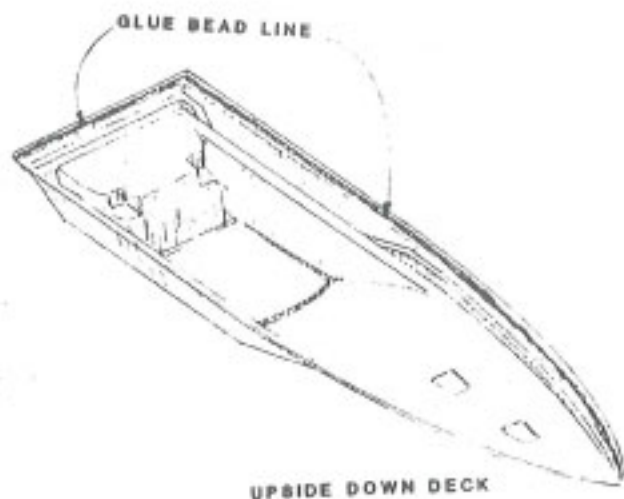
IF YOUR KIT IS PRE-ASSEMBLED YOU WILL HAVE TO INSTALL THE RADIO EQUIPMENT THROUGH THE UPPER DECK OPENING. THE FIRST THING YOU WILL NEED TO DO IS CUT OUT THE BOTTOMS OF THE SERVO COMPARTMENTS IN THE RADIO TRAY TO FIT THE SERVOS OF YOUR RADIO. THIS SHOULD BE DONE WITH A SHARP X-ACTO TYPE KNIFE. USING THE KNIFE, SCORE AROUND THE INSIDE CHANNEL THREE OR FOUR TIMES, THEN CLEANLY CUT TWO ADJACENT SIDES, FOLD UP THE SCRAP AND REMOVE IT. MAKE A NOTCH IN THESE COMPARTMENTS FOR THE SERVO WIRES TO EXIT.

PLACE THE RUBBER GROMETS (SUPPLIED WITH THE RADIO) ON TO THE SERVOS AND USING THE GROMET HOLES AS A GUIDE, DRILL 1/16" HOLES IN THE THE RADIO TRAY RAILS. USE THE SCREWS SUPPLIED WITH THE RADIO TO SECURE THE SERVOS. DO NOT OVER TIGHTEN.

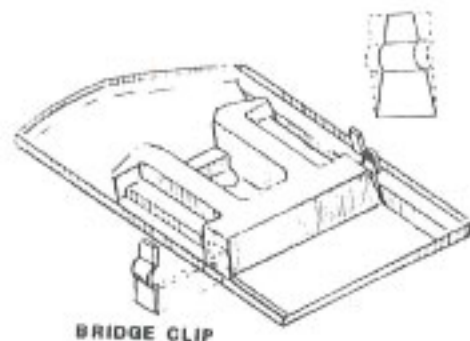
AS SEEN IN DRAWINGS #2 AND #3, THE THROTTLE SERVO IS ON THE LEFT WITH THE OUTPUT ARM FORWARD AND THE STEERING SERVO IS ON THE RIGHT WITH THE OUTPUT ARM TO THE REAR. CONNECT THE STEERING SERVO FIRST BY INSERTING A SMALL "Z" BEND WIRE INTO THE SERVO OUTPUT ARM AND LOCATE THIS ON THE RIGHT SIDE. NOW DRILL A 1/8" HOLE DIRECTLY OVER THE RUDDER ARM AND INSERT A PIECE OF NYLON TUBING INTO THIS HOLE. SLIDE THE LONG "Z" BEND WIRE THROUGH THE TUBE. REMOVE THE RUDDER ARM FROM THE RUDDER POST, PLACE IT ONTO THE "Z" BEND AND RE-CONNECT THE RUDDER ARM TO THE POST, OVERLAP THE TWO WIRES INSIDE THE BOAT. THEY SHOULD OVERLAP FOR ABOUT 1/2" STARTING ABOUT 1/4" BEHIND THE SERVO OUTPUT ARM. MARK THE "Z" BEND WIRES, REMOVE AND CUT TO FIT. RE-INSTALL THEM, SLIDE A 1/8" COLLAR OVER THE OVERLAP AND SECURE THEM. AFTER THE STEERING LINKAGE IS COMPLETELY INSTALLED, PLACE A DROP OF GLUE ON THE NYLON TUBE TO SECURE IT IN PLACE AND PLACE SOME VASELINE ON THE WIRE FOR LUBRICATION AND SEALING.

THE SPEED CONTROL IS MOUNTED ON THE TWO RAILS USING TWO #4 X 3/8" SELF TAPPING SCREWS. CENTER THE SPEED CONTROL BETWEEN THE STEERING SERVO AND THE RIGHT SIDE OF THE BOAT. USING THE HOLES IN THE SPEED CONTROL AS A GUIDE, DRILL TWO 1/16" STARTER HOLES INTO THE RAILS. INSTALL THE #4 X 3/8" SCREWS BUT AGAIN, DO NOT OVER TIGHTEN. INSERT A "Z" BEND WIRE INTO THE FORWARD ARM OF THE SPEED CONTROL AND ANOTHER INTO THE THROTTLE OUTPUT ARM, ALSO IN A FORWARD POSITION. SLIDE A 1/8" COLLAR OVER ONE, OVERLAP THEM AND SECURE WITH THE COLLAR.

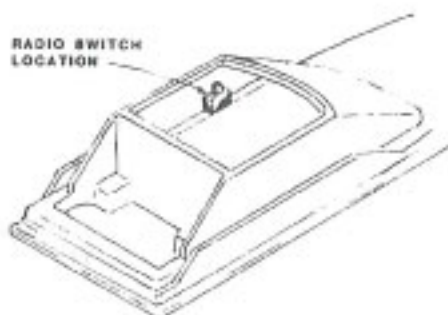
PLACE THE BATTERY PACK IN ITS RADIO TRAY COMPARTMENT, CONNECT THE RADIO EQUIPMENT AND TURN THE SYSTEM ON. ADVANCING THE THROTTLE SHOULD PRODUCE A CLOCKWISE MOTION ON THE OUTPUT ARM. IF NOT, FLIP THE SERVO REVERSING SWITCH ON THE RADIO TRANSMITTER. WITH THE RADIO ON, CHECK THE MOVEMENT OF THE WIPER ARM ON THE SPEED CONTROL RHEOSTATE. BE SURE THAT THE WIPER ARM, WHICH CONTACTS THE WIRE WINDINGS ON THE RHEOSTAT, TOUCHES THE THICK BRASS BAND AT THE END WHEN THE THROTTLE IS SET AT FULL FORWARD. IF THE WIPER ARM DOES NOT TRAVEL FAR ENOUGH YOU WILL HAVE TO MOVE THE LINKAGE FURTHER OUT ON THE SERVO OUTPUT ARM AND/OR FURTHER IN ON THE WIPER ARM ATTACHMENT. IF IT TRAVELS TOO FAR THE REVERSE ADJUSTMENT WILL HAVE TO BE MADE. THIS ADJUSTMENT WILL INSURE LONG RHEOSTAT LIFE AND YIELD GREATER SPEEDS AND RUNNING TIME. FORWARD SPEED CONTROL PRODUCES A COUNTER-CLOCKWISE PROPELLER MOVEMENT. YOU SHOULD ALSO BE ABLE TO FEEL THE PROPELLER PUSHING THE AIR TO THE REAR OF THE BOAT.



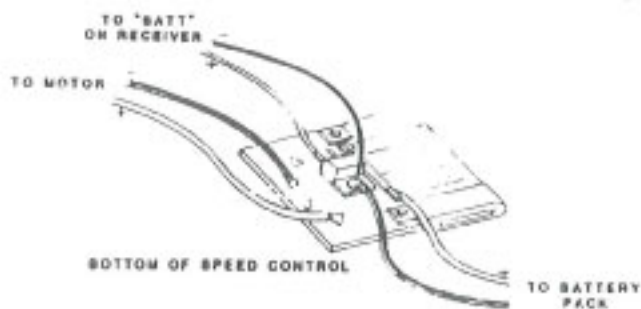
DRAWING #4



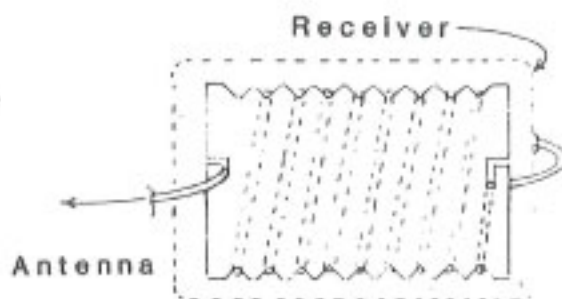
DRAWING #5



DRAWING #7

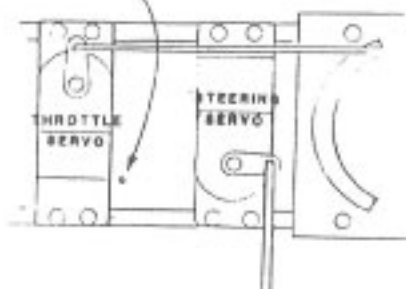


DRAWING #6



DRAWING #9

WHIP ANTENNA LOCATION



DRAWING #8



DRAWING #10

ALSO CHECK THE RUDDER THROW, ITS DIRECTION AND AMOUNT. A STEERING MOVEMENT TO THE RIGHT ON THE TRANSMITTER STICK/WHEEL SHOULD PRODUCE A MOVEMENT TO THE RIGHT ON THE RUDDER. IF NOT, FLIP THE SERVO REVERSING SWITCH ON YOUR TRANSMITTER. IF YOU DESIRE MORE THROW OF THE RUDDER, MOVE THE LINKAGE OUT ON THE SERVO OUTPUT ARM. YOU MAY DESIRE TO DO THIS AFTER YOU HAVE RUN THE BOAT A COUPLE OF TIMES TO SEE HOW IT HANDLES.

TO SECURE THE PROPELLER TO THE SHAFT, REFER TO PARAGRAPH #6 UNDER THE BASIC ASSEMBLY INSTRUCTIONS ABOVE.

IF YOUR KIT COMES WITHOUT THE RUDDER INSTALLED, SEE PARAGRAPH #2 UNDER THE BASIC ASSEMBLY INSTRUCTIONS ABOVE. YOU WILL ALSO HAVE TO LOCATE AND SECURE THE BRIDGE CLIP AS PRESENTED IN PARAGRAPH #7 UNDER ASSEMBLY.

YOUR KIT CONTAINS A MUSIC WIRE WHIP ANTENNA, A #4 X 3/8" SELF-TAPPING SCREW AND A SOLDER TAB CONNECTOR. WHILE YOU MAY CHOOSE FROM A VARIETY OF DIFFERENT ANTENNA HOOK UPS AND LOCATIONS, WE SUGGEST THE FOLLOWING. WE RECOMMEND THAT YOU MAKE YOUR ANTENNA CONNECTION ON THE RADIO TRAY TO THE REAR AND LEFT OF THE SPACE BETWEEN THE TWO SERVOS (SEE DRAWING #8) WITH A CORRESPONDING HOLE IN THE REAR OF THE BRIDGE. IF YOU CHOOSE TO USE THE WHIP ANTENNA YOU WILL HAVE TO CUT OFF A LENGTH OF WIRE FROM YOUR RADIO ANTENNA EQUAL TO THE LENGTH OF THE WHIP ANTENNA. BY DOING THIS YOU WILL NOT CHANGE THE OVER ALL LENGTH OF THE ANTENNA. MAINTAINING THE ACTUAL LENGTH OF YOUR RADIO ANTENNA IS ESSENTIAL BECAUSE YOUR TRANSMITTER AND RECEIVER ARE TUNED THROUGH THE LENGTH OF THE ANTENNA. USING THE WHIP ANTENNA, THE REMAINING ANTENNA WIRE MAY BE NEATLY WRAPPED AROUND A SCRAP PIECE OF PLASTIC AS SEEN IN DRAWING #9. MAKE SURE THE WIRES DON'T CRISS-CROSS. THIS CAN THEN BE FIXED TO THE BACK OF YOUR RECEIVER OR OTHERWISE LOCATED IN THE REAR OF THE BOAT. SOLDER THE SOLDER TAB ONTO THE END OF THE RADIO ANTENNA. YOU WILL NEED TO BEND A SMALL LOOP INTO THE END OF THE WHIP ANTENNA WIRE THROUGH WHICH THE SCREW IS USED TO SECURE THE ANTENNA TO THE RADIO TRAY (SEE DRAWING #10). AGAIN, START THIS HOLE WITH A 1/16" DRILL AND DON'T OVER TIGHTEN.

TRIMMING AND PAINTING

A COMPLETE SET OF DECALS IS PROVIDED. HOWEVER, IF YOU WISH TO PAINT YOUR OWN DESIGN, EITHER ENAMEL (PACTRA, TESTORS, FORMULA-U) OR LACQUER (AUTO TOUCH UP, DU-POINT, DITZLER) WILL WORK WELL, BUT SHOULD NEVER BE MIXED. DO NOT USE

BOTH ENAMEL AND LACQUER ON THE SAME HULL. A HIGH GRADE (3M) MASKING TAPE OR CONTACT PAPER CAN BE USED TO CREATE YOUR DESIRED DESIGN, BUT BE CAREFUL NOT TO LEAVE THIS ON THE BOAT FOR MORE THAN 24 HOURS OR EXPOSE TO HEAT OR SUNLIGHT AS THIS COULD CAUSE THE ADHESIVE TO VULCANIZE TO THE HULL AND MAKE IT DIFFICULT TO REMOVE.

ANY AUTOMOTIVE STRIPPING TAPE OR MODEL TRIM SHEET CAN BE USED TO ACCENT YOUR FINISH. MOST MYLAR STICKERS AVAILABLE THROUGH AUTOMOTIVE OR HOBBY OUTLETS CAN BE USED. A COMPLETE SELECTION OF M.R.P. STRIPE SHEETS AND STICKERS ARE AVAILABLE.

TRIM APPLICATION

PREPARATION: THE AREA TO BE COVERED SHOULD FIRST BE CLEANED WITH A CLEAN RAG. IF EXCESSIVE GREASE, OIL, OR DIRT IS PRESENT WE SUGGEST YOU USE LIQUID SOAP AND WATER TO CLEAN IT. CAREFULLY CUT OUT THE TRIM STICKERS/DECALS INCLUDING THE PAPER BACKING. BEFORE ATTEMPTING TO APPLY THEM WE SUGGEST YOU FAMILIARIZE YOURSELF WITH THEIR INTENDED POSITION BY LOCATING THEM ON THE BOAT WITHOUT PEELING OFF THE PAPER BACKING. A PENCIL CAN BE USED TO MARK STARTING POINTS OR REFERENCE POINTS OR LINES FOR YOUR DESIRED APPLICATION. MAKE SURE THE STICKER DOES NOT COVER YOUR MARKS AS THIS WILL MAKE IT IMPOSSIBLE TO REMOVE THE MARKS WHEN YOU ARE DONE.

APPLICATION: THE ITALIA HAS SOME LARGE STICKERS WHICH CAN BE TRICKY TO APPLY. WHAT FOLLOWS ARE SOME GENERAL INSTRUCTIONS FOR APPLYING THE STICKERS AND THEN SOME SPECIFIC TECHNIQUES FOR THE LARGER STICKERS.

THE MYLAR STICKERS SUPPLIED WITH THE ITALIA CAN BE APPLIED EITHER WET OR DRY. UNLIKE COMMON DECALS WHICH REQUIRE SOAKING IN WATER, THESE ADHESIVE BACKED MYLAR STICKERS ARE USED DRY AND THE SURFACE THEY ARE PLACED ON CAN BE WET. BY SPRAYING OR WIPING THE SURFACE WITH WATER, YOU WILL BE ABLE TO MOVE THE STICKER SLIGHTLY TO AID IN POSITIONING. A COUPLE DROPS OF LIQUID DETERGENT IN A CUP OF WATER IS ALSO HELPFUL. WE SUGGEST THAT YOU APPLY THE STICKERS STARTING FROM ONE END AND WORKING TOWARD THE OTHER. THIS ALLOWS YOU TO MOVE THE STICKER SLIGHTLY AS YOU APPLY IT TO FIT THE CURVES AND LINES OF THE BOAT. IF YOU ARE USING THE WET METHOD, YOU SHOULD BE SURE TO REMOVE ALL WATER LEFT UNDER THE STICKER BY PRESSING DOWN AND PUSHING OUT TOWARD THE EDGES FROM THE CENTER. THIS IS ALSO TRUE OF ANY AND ALL AIR BUBBLES LEFT WHEN APPLYING THE STICKERS DRY. EITHER WET OR DRY APPLICATION WILL YIELD THE SAME ADHESION, BUT WE SUGGEST THE WET METHOD FOR THOSE WHO HAVE LIMITED EXPERIENCE IN APPLYING ADHESIVE BACKED STICKERS SINCE IT ALLOWS YOU TO CORRECT THE POSITIONING BEFORE BONDING OCCURS. WHEN ALL STICKERS ARE APPLIED, WE SUGGEST YOU USE A PAPER TOWEL AND FIRMLY RUB THE ENTIRE STICKER TO INSURE COMPLETE ADHESION.

FOR THE ITALIA, WE SUGGEST THAT YOU START WITH THE THREE PART STRIP THAT GOES DOWN THE CENTER OF THE FRONT DECK. A PENCIL LINE OFF TO ONE SIDE WILL HELP KEEP THESE STICKERS LINED UP STRAIGHT. THEN APPLY THE TWO HATCH COVERS ON THE FRONT DECK.

THE LARGE FRONT WINDSHIELD SHOULD BE APPLIED NEXT, CENTERED AND LOCATED APPROXIMATELY 1/4" BEHIND THE END OF THE DECK CENTER STRIP. TO AID IN APPLYING THIS STICKER, CAREFULLY SEPARATE THE CENTER OF THE STICKER FROM THE BACKING AND CUT A 1/4" OR SO OUT OF THE CENTER OF THE BACKING (SEE DRAWING # 11). WHEN YOU ARE SATISFIED WITH THE STICKER LOCATION, SECURE THE STICKER ALONG THE LINE AND THEN CAREFULLY PEEL BACK TO THE LEFT AND THEN TO THE RIGHT, RUBBING ON THE STICKER AS YOU GO TO INSURE THE STICKER ADHERES SMOOTHLY TO THE SURFACE.

NEXT APPLY THE LARGE SIDE WINDOW PANELS. TO AID IN THIS APPLICATION, CAREFULLY PEEL BACK AND CUT 1/4" STRIP OF THE BACKING OFF OF THE TOP EDGE. AFTER YOU HAVE LINED UP THE SIDE WINDOW PANEL WITH THE FRONT WINDSHIELD AND IT IS PARALLEL WITH THE TOP OF THE CABIN SIDE, SECURE THE TOP EDGE AND CAREFULLY PEEL DOWN THE BACKING, SMOOTHING THIS ON AS YOU GO. (DRAWING #12)

NEXT APPLY THE FLOOR OF THE REAR DECK. HERE IS WHERE AMPLE WATER IS HELPFUL. CUT A 1" STRIP OF THE BACKING OFF THE FRONT OF THIS STICKER AND WHEN YOU ARE SATISFIED WITH THE LOCATION, SMOOTH ON THE FRONT, REMOVE THE REST OF THE BACKING AND RUB ON THE REST. AGAIN, REMEMBER TO RUB FROM THE CENTER OUT.

CUT 1" OF THE BACKING OFF THE LOWER SECTION OF THE REAR DECK WALL. CAREFULLY LOCATE THE BOTTOM OF THIS STICKER ON THE BOTTOM OF THE WALL TOUCHING THE DECK FLOORING. AGAIN, WHEN YOU ARE SATISFIED WITH THE LOCATION, SECURE THE BOTTOM OF THE STICKER AND PEEL UP THE REMAINING BACKING, SECURING THE STICKER AS YOU GO.

THE REMAINDER OF THE STICKERS CAN BE LOCATED AS SEEN IN THE PHOTO ON THE BOX COVER. THE CAPTAIN'S SEAT SHOULD START WITH THE SEAT BOTTOM, THEN THE BACK AND THE TWO SIDE PANELS.

TO FURTHER ENHANCE YOUR ITALIA, YOU CAN PAINT THE FLOOR OF THE FLYING BRIDGE A LIGHT GRAY AND THE RADAR BAR ON THE RADAR ARCH SILVER OR FLAT BLACK. THE INSIDE OF THE UPPER WINDSHIELD CAN BE PAINTED GLOSS BLACK AND THE UPPER SURFACE OF THE INSTRUMENT PANEL/DASHBOARD FLAT BLACK.

GENERAL OPERATING INSTRUCTIONS

BEFORE OPERATING, REMOVE THE RECEIVER AND WRAP IT IN A 3 X 5" PLASTIC BAG SECURED WITH A RUBBER BAND. THE SAME SHOULD BE DONE TO THE RADIO BATTERY PACK IF YOU ARE USING IT. AFTER CHARGING THE BATTERIES AS PER THE BATTERY CHARGING INSTRUCTIONS, YOU SHOULD CHECK THE MODEL FOR ITEMS THAT ARE WORN OR BROKEN. LUBE THE MOTOR AND THRUST WASHER BETWEEN THE MOTOR AND COUPLER WITH A DROP OF LIGHT OIL OR SOME OF THE SOLUTION BY M.R.P. CHECK THE PROP FOR DAMAGE, THE SPEED CONTROL FOR POSSIBLE CORROSION AND THE SHAFTS FOR FREENESS AND LUBRICATION.

TURN ON YOUR TRANSMITTER, CHECKING TO BE SURE YOU HAVE THE NECESSARY POWER LEVEL. PLUG IN THE BATTERY PACK(S) IN THE BOAT AND CHECK ALL FUNCTIONS FOR CORRECT OPERATION. AFTER EVERYTHING HAS BEEN CHECKED OUT, REPLACE THE FLYING BRIDGE AND TAKE OFF ACROSS THE WATER.

WHEN THROUGH FOR THE DAY, WE SUGGEST YOU DRY THE MODEL, LUBE THE DRIVE SHAFT BY REMOVAL AND REPLACEMENT, LUBE THE MOTOR AND CHARGE THE BATTERIES FOR FIVE MINUTES. THE FLYING BRIDGE SHOULD BE LEFT OFF SO ANY MOISTURE CAN EVAPORATE. SPRAY THE INTERIOR WITH A LIGHT MIST OF WD-40 AND GIVE THE RHEOSTAT A WET COAT TO KEEP CORROSION TO A MINIMUM. BE SURE TO KEEP THE CONTACT SURFACES OF THE SPEED CONTROL CLEAN BY SANDING WITH 600 SANDPAPER AND SPRAYING WITH WD-40 OR EQUIVALENT. ALSO, THE TENSION ON THE CONTACT SURFACES SHOULD BE CHECKED. IF THE TENSION IS TOO LOOSE THE RESISTANCE AT THESE CONTACTS BECOME EXTREMELY HOT AND THE SPRING TENSION WILL BE LOST FROM THE CONTACT FINGERS.

PERFORMANCE TIPS

GREATER PERFORMANCE AND SPEED CAN BE OBTAINED WITH HOTTER, MORE POWERFUL MOTORS. THE MRP #555 IS ABOUT 20% FASTER THAN STOCK AND FEATURES DOUBLE BALL BEARINGS. THE #556 & #557 MOTORS ARE AN ADDITIONAL 10 TO 20% FASTER RESPECTIVELY AND ARE CUSTOM MODIFIED, HAND WOUND, DOUBLE BALL BEARING UNITS. THESE MOTORS ALSO HAVE A BIT MORE TORQUE WHICH ENABLES THEM TO SPIN A BIT LARGER PROP. THE #1907 AND #1908 PROPELLERS WILL ALSO INCREASE THE PERFORMANCE, BUT MORE SO WITH THE MODIFIED MOTORS. THESE MOTOR WILL DRAW MORE CURRENT, THUS MAKING YOUR RUNNING TIME SHORTER SO YOU MAY DESIRE TO USE A SIX OR SEVEN CELL BATTERY BACK.

A LIGHT COAT OF PASTE WAX ON THE BOTTOM AND SIDES OF THE HULL WILL DECREASE WATER RESISTANCE AND INCREASE RUN TIME A BIT.

WARNING! DO NOT RUN MORE THAN ONE CHARGE THROUGH YOUR MOTOR WITHOUT LETTING THE MOTOR COOL. DO NOT RUN CONSECUTIVE BATTERY PACKS EITHER, PREMATURE WEAR AND DAMAGE WILL BE DONE.

WARNINGS

- 1) DO NOT OPERATE R/C BOATS WHERE PEOPLE ARE SWIMMING.
- 2) DO NOT OPERATE R/C BOATS NEAR FULL SIZED BOATS.
- 3) STAY AWAY FROM WATER FOWL (THEY USUALLY LEAVE ANYWAY).
- 4) BE AWARE OF SPINNING PROPS - KEEP FINGERS, LOOSE CLOTHES, ETC., CLEAR AT ALL TIMES.
- 5) THIS IS NOT A TOY - ADULT SUPERVISION IS NECESSARY FOR USE BY CHILDREN.

PARTS LIST

72-0552	MOTOR
10-1904	MOTOR CLAMP
10-1906	COUPLER
10-1902	SHAFT/STUFFING BOX
10-1903	PROP
10-1901	RUDDER ASSEMBLY

WARRANTY

LIMITED THIRTY DAY WARRANTY PARTS ONLY MRP RADIO CONTROLLED VEHICLE AND BOAT

MRP, Inc. warrants the above named product (the "product") to be free from defective material and workmanship for a period of thirty days from the date of purchase. MRP, Inc. will repair or replace the part, if any, such defect should appear within the period of the warranty. The decision whether to repair or replace is solely at the discretion of MRP, Inc.

Returning Procedure:

If a defect covered by the warranty should appear within the warranty period, return the part (storage prepaid if purchased from MRP, Inc.) Enclose your name and address, a brief statement of the particular defect, your sales slip and other proof of purchase and check or money order for seven dollars (or \$7.00) to cover handling and return postage. Repair or replacement will be at no cost to the customer.

Inapplicable Cases:

If the part is found to have been customer damaged or abused and, therefore, not covered by this warranty, you will be so advised.

If your parts were sent without proof of purchase, MRP, Inc. will presume that purchase of the item was made prior to the thirty-day warranty period and does not fit under the Limited Thirty Day Warranty.

This warranty does not apply to electrical parts, including the radio system, which is covered by the radio manufacturer.

This warranty does not cover any claim concerning worn out or defective batteries.

This warranty does not obligate us to bear the cost of transportation charges in connection with the repair or replacement of defective parts.

This warranty is limited to parts only and not to any subsequent labor costs.

Caution

Our service obligation does not apply to defects arising from consumer abuse, misuse, racing or operation of the product and we shall not be obligated to service any product after one year from the date of purchase.

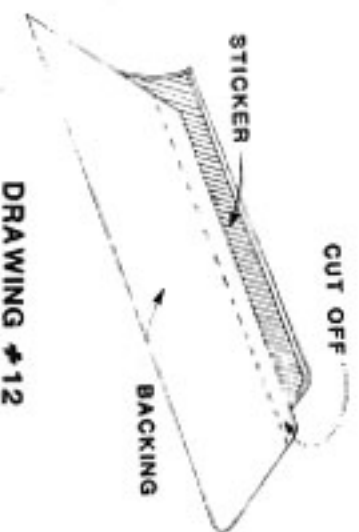
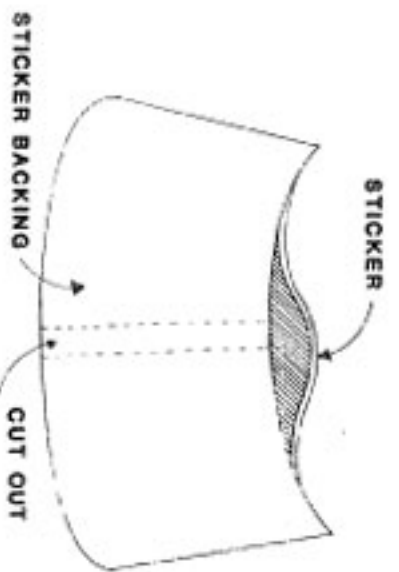
Our sole and exclusive liability for defects in material and workmanship shall be limited to repair or replacement at the service station and we shall not be liable for incidental, consequential, or special damages.

This warranty is made in lieu of any other express warranty and except by the foregoing warranty which is exclusive, there is no other express warranty being made.

This warranty gives you specific legal rights, though other rights may vary from state to state.

* Service charge subject to change without notice.

MODEL RACING PRODUCTS, INC.
18676 - 142nd Avenue N.E.
Woodinville, WA 98072



TRANSOM DRILLING TEMPLATE

