

R A N G E R ' B O A T S

**—** *CHEROKEE* **—**



**ALUMINUM SERIES**  
**OWNER/OPERATOR MANUAL**

# RULES OF THE ROAD FOR OUTBOARDING



**DEAD AHEAD**  
**DANGER ZONE. GIVE WAY TO BOATS IN THIS AREA**  
**2 POINTS ABAFT STARBOARD BEAM**

- Keep clear of sailing craft and rowboats. Yield right of way to slower boats.
- Always keep to the right.
- Do not use your motor near swimmers or skin divers.
- Learn the sign language of the various buoys and warning signals. These are your nautical traffic signs, posted for your safety and convenience.

## COASTAL WARNING DISPLAY SYSTEM

The United States Weather displays coastal warning signals (RED and BLACK flags by day, RED and WHITE lights by night) whenever winds dangerous to navigation are forecast. Learn these signals and heed them. Ignoring them can be dangerous to you.

**WARNING: SKIN DIVER IN AREA**

◀ **DAY SIGNALS**

	<b>SMALL CRAFT WARNING</b> - Winds up to 38 miles an hour (33 knots) and/or sea conditions dangerous to small craft operations forecast for area.
	<b>GALE WARNING</b> - Winds from 39 to 54 miles an hour (34 to 48 knots) forecast for area.
	<b>WHOLE GALE WARNING</b> - Winds from 55 to 73 miles an hour (48 to 63 knots) forecast for area.
	<b>HURRICANE WARNING</b> - Winds 74 miles an hour (64 knots) and above forecast for area.

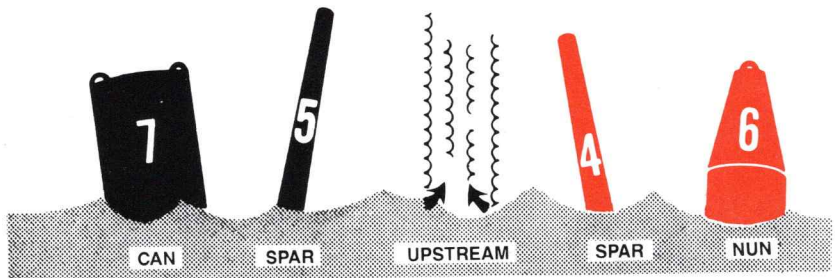
**NIGHT SIGNALS** ▶


## BUOYS . . . YOUR WATERWAY SIGNPOSTS

There are three basic types of buoys: NUN (cone shaped), SPAR (spar shaped) and CAN (cylindrical shaped).

Buoys marked with a contrasting band of color indicate that the channel splits. If the buoy is a can with a red band, then the preferred channel is to the starboard side of the buoy. If the buoy is a nun with a green band, then the preferred channel is to the port side of the buoy.

Going upstream, the RIGHT (Starboard) side of the channel is marked with even numbered RED buoys, nuns or spars; the LEFT (Port) side of the channel is marked with odd numbered GREEN buoys, cans or spars. RED and WHITE vertically striped buoys indicate the middle of a channel. Always pass close to these buoys.



**WELCOME TO THE RANGER®**  
**ALUMINUM SERIES . . .**

This manual is intended to help you better understand your boat and make basic care and maintenance quite simple. Additionally, it provides information that could be essential to its safe operation. Please take the time to study this manual along with your engine operating manual before operating your boat.

Should you have questions, contact your Ranger dealer or contact us at:

Ranger Boats  
P. O. Box 179  
Flippin, AR 72634  
(870) 453- 2222  
[www.rangerboats.com](http://www.rangerboats.com)  
E-mail: [Ranger@southshore.com](mailto:Ranger@southshore.com)

Please remember that pleasant boating is safe boating, and the very best safety rules are your COMMON SENSE and SOUND JUDGEMENT.

Thank you for becoming a part of the “Ranger Family”!

## **GETTING TO KNOW AND HANDLE YOUR RANGER ALUMINUM SERIES BOAT ...**

Your Ranger dealer should see that you have selected the proper horsepower engine for the rating range of the boat model you have chosen. The proper engine mounting height has been selected for optimum performance and the correct propeller has been chosen.

Since most boats spend more time on the trailer than in the water, a Ranger Trail trailer can extend the useful life of your new boat. The load **MUST** be evenly distributed on the properly fitting “bunks” or “pads” of the trailer. The boat should not rest on the loading rollers, but should properly cradle on the bunks.

Always park your rig so that the trailer tongue is higher than the stern of the boat, so that any water can drain from the hull when the drain plug is removed. All livewell valves should be placed in the “empty” positions to properly drain your livewell plumbing.

A properly fitted boat cover will protect your investment from the damaging effects of the ultraviolet rays of sunlight as well as from road film, rain, and dirt abrasion while trailering. The cover also protects your accessory equipment and fishing tackle from “prying eyes” and helps to guard against pilferage.

Familiarize yourself with the instruments and indicators used with all installed equipment. Factory equipment manuals are included to assist you to properly operate your trolling motor, depth finders, engine tachometer, speedometer, and any additional accessories that you have installed. Naturally, this Ranger manual is only complete when you have completely studied your engine operating manual and are familiar with engine operation.

Now you are ready for a ride in your new boat! This will be an exciting, fun experience if you exercise the proper caution and observe all safety rules and regulations.

Before launching your boat... stop on the ramp short of the water. Stop your vehicle's engine and set parking brake. At the rear of the boat, install your transom drain plug and remove the trailering tie-downs, trailering arms, motor supports, and/or support brackets. Slowly back the boat and trailer into the water and unhook the winch strap hook. When in the driver's seat, put on and secure your life vest and attach the engine emergency stop switch lanyard to your person. Start the engine and back your boat off the trailer. You should experience no problem if the water is adequately deep for proper launching.



While you are easing along within the “No Wake” zone, you should trim your engine all the way down to its lowest position (in). Turn the steering right and left to insure that there is no undue slack and inspect the steering system. Look for any loose connections at the engine and beneath the driver’s console. Inspection of this crucial linkage system can be visually made at home or at the lake, but should be done at regular intervals. Before applying power and “opening it up”, insure that each passenger is properly seated and is wearing an approved Personal Flotation Device (PFD or life vest). Check to see that there are no obstructions in your path.

We recommend that the front pedestal seat be removed from the front deck base and positioned in the special base provided in the front floor of the boat. If your boat has non-adjustable pedestals, remove the extension pipe from the seat base and install the seat base directly into the front deck receptacle. If your boat has an optional deck extension and power pedestals, remove the lid in the deck extension and secure the pedestal in the receptacle provided in the floor. If the optional deck extension does not have a removable lid, store your seat securely in the floor of the boat. This will provide for an unobstructed view while driving. The power pedestal should be pushed down into the lowest position. Should there be no base provided in the floor, the seat should be removed and securely placed in the floor of the boat.

When you have cleared the “No Wake” zone, it is time to accelerate and get your new boat “on plane”. Before applying power, insure that all passengers are properly and securely seated in appropriate locations. Abruptly move the throttle lever into the full open position (full forward). The bow of the boat will rise into the air for a moment . . . This is normal operation when a boat is “coming out of the hole” and is no cause for alarm. The bow will quickly come back down into a level running position. When the boat begins to accelerate rapidly, the throttle should be pulled back to obtain a comfortable running speed. Always increase your speed a little at a time until you are running at a speed at which you feel safe and are in complete control . . . **NEVER FASTER THAN YOUR EXPERIENCE DICTATES!**

At this moderate speed, you should begin to trim your engine into a higher position (out). Please refer to your engine owner’s manual for more information on power trim use and operations. Your speed will increase, and the bow will lift. The boat will begin to run with the back rear portion of the hull in contact with the water, and steering will become easier. Over-trimming will result in excessively high RPM (note your tachometer), and the steering can develop “torque” or a “pull” toward

the right. Trim back down slightly for best operation. A different trim setting (see your trim indicator) will be required for different throttle settings. You will soon develop an instinctive feel for these settings. Your ear will become attuned to the sound of the proper engine RPM. Again, over-trimming is to be avoided as excessive RPM can cause engine damage and can also cause your prop to “blow out” (lose its grip on the water because it is too near the surface). If the bow of your boat should begin to bob up and down (called “porpoising”), you will probably have over-trimmed. Bump the trim button down a little until the motion stops.



**WARNING** - Improper use of power trim may lead to excessive bow steer or steering torque (pull) and could lead to accidental injury or death.

If your boat should continue to “porpoise”, a slight increase in throttle and speed will generally correct the condition. Proper distribution of the load in your boat will make a great difference in the operation. Moving tackle boxes or ice chests rearward or toward the front can greatly affect boat performance and handling.

When beginning a turn with the engine trimmed in the higher positions, the trim switch should be pressed to LOWER the engine further into the water just prior to and during the turning of the steering wheel. Practice and experience will determine just how far down you will need to trim for safely handling a turn at various speeds and water conditions. Just remember to **MAKE SAFETY YOUR GUIDE** when attempting any new or unfamiliar maneuver. Proceed **ONLY AT SPEEDS AT WHICH YOU FEEL SAFE AND IN CONTROL!**

Naturally, it is impossible to describe here all the different situations that you may encounter. Just remember that **COMMON SENSE** is your best safety precaution. Your new boat is built to safely carry you in **NORMAL OPERATION**, but it is up to you to stay alert and to avoid dangerous situations. Safe boating is in the hands of the operator.

Even the pleasant experience of the “first ride in your new boat” must sometime come to an end. Hopefully you have purchased a “drive on” trailer with your boat. The key to simple and effortless loading of your boat is having the trailer in the proper position. This “right” position is determined by the steepness of the ramp. Here, you will have to experiment with the proper depth to have your trailer in. The most common mistake is having the trailer too deep, so a little time spent

experimenting with different depth positions can ultimately save you much time and embarrassment. To load at slow speed, position your boat to head directly between the guide bunks or guide rollers, and use the thrust of your outboard engine to drive the boat forward until the bow contacts the roller on the bow stand block. Shut down your outboard and fasten the winch strap hook to the bow eye. Tighten the winch strap and lock winch before pulling the boat from the water. Your engine should be trimmed up into a higher position before the trailer is pulled up the ramp to prevent damage to the lower unit or propeller. Pull the rig up the ramp and park well out of the way of other boaters. Stop your vehicle engine and set parking brake. Remove the drain plug, open and drain the livewell system, and stow all loose equipment. We recommend that you install a transom saver, or engine support brace, between the trailer frame and the lower unit of your engine to prevent damage to your transom while the boat is in transit.

For the most possible boating and fishing enjoyment, familiarize yourself completely with your boat and with the instruction manuals for all additional equipment. If you are a novice, there are publications on good seamanship recommended to make your boating safe and enjoyable. We also recommend that you enroll and attend any of the excellent safe boating courses offered and conducted by your area Power Squadron or the U.S. Coast Guard Auxiliary.



**WARNING** - The operator (driver) is responsible for the correct and safe operation of the boat, the equipment aboard, and the safety of all occupants aboard. We strongly recommend that the operator read this manual and thoroughly understand the operational instructions for the engine and all related accessories before the boat is used.



## **BE RESPONSIBLE FOR SAFER BOATING**

- **ALCOHOL and DRUGS** - The debilitating effects of alcohol and other drugs reduce reaction time and detract from judgment. The combined effect of the outdoor environment. . . sun, heat, wind, rough water, and noise can be more fatiguing than one would imagine and, combined with drugs or alcohol, can be very dangerous.
- **GAME PLAN** - Tell a friend, neighbor, or another family member where you will be boating and when you plan to return. Be certain that this individual has a good description of your boat and any other identifying information that could be needed to help find you should an emergency arise.
- **TOOLS and SPARE PARTS** - Many people have been stranded by minor breakdowns that they could have repaired themselves. It is a good idea to carry a few tools and common spare parts and to be familiar with simple repairs that you can easily accomplish.
- **GASOLINE RESERVES** - Never push your boating range to the limit of your gas tank capacity ... one-third of the fuel to go, one-third to come back, and one-third to reserve.
- **GOOD BOATKEEPING** - A clean boat is a safer boat. Take care to see that rods, lures, nets, gaffs, and other potentially harmful gear are properly stowed so that they cannot blow or move around while the boat is underway. Perform all maintenance and safety checks regularly. Secure all icebox or cooler lids, and place any trash or debris safely under cover until the trip is over.
- **SPEED AND SKILL** - The fast and powerful boat can require the operator to exercise a high level of skill and attention to driving. Only go as fast as your skill and good judgment dictate is safe. You are in charge of the well being of your passengers and yourself. Be alert for any hazards in the water and operate your boat only in such a manner as would be appropriate for the water conditions. Be a good boating "neighbor" and do not create a hazard or annoyance to others. The best safety equipment is your own good judgment.
- **SKIERS and SWIMMERS** - Do not allow operation of the engine when anyone is in the water near the stern of the boat. Never back up to a down skier or anyone in the water. Never drive your boat directly behind a skier.

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## SPECIAL INFORMATION

The following special information is intended to alert you to possible dangers and to information important to the safe operation of your boat and other equipment. Observe them carefully. However, simply being aware of the **“WARNING”**, **“CAUTION”**, and **“NOTICE”** notations in this manual will not eliminate the dangers that they signal if you do not implement the information. These warnings, plus common sense operation, will insure you a safe and fun boating or fishing outing.

Please take special note when you see one of the following signs:



**WARNING** - Failure to follow the advice of a “warning” may result in bodily injury or death.



**CAUTION** - Non-compliance with “caution” instructions could result in failure of, or damage to, the product and/or equipment.



**NOTICE** - Draws special attention to installation, operation, or other important maintenance information.

ALL information or instructions in this manual could be necessary for proper operation and/or maintenance. If you do not understand any portion of this manual, please contact your Ranger dealer or our Customer Service Department for any additional information.

### IMPORTANT:

#### Your Ranger Dealer’s Responsibilities . . .

Generally, it is the dealer’s responsibility to the customer to make sure that the boat has been equipped as ordered with a properly installed and functioning engine that is within the horsepower rating specified for that model boat. The dealer should see that the engine is outfitted with the proper propeller for that boat model and for the load that the boat is normally expected to carry.

The dealer should help to familiarize the customer with the onboard equipment and explain operation of this equipment, the engine operation, and the proper functioning and operation of the boat itself.

Prior to delivery, the dealer should make certain that the product and equipment is completely operational, the proper propeller is installed, and

that all oil, fuel system, and lubrication systems are understood. The dealer should explain the operation of all instrumentation equipment and the boat electrical and livewell systems.

The dealer should check for correct carburetor adjustment, throttle and steering functioning, and instrumentation accuracy. Engine cooling water should be properly circulating.

The dealer should test for maximum engine RPM as specified in the engine manufacturer's specification sheet(s) and/or engine owner's manual for proper operation of all equipment and for proper adjustment of steering effort and direction. All necessary adjustments for maximum efficiency should be made.

### **Owner/Operator's Responsibilities . . .**

It is the owner/operator's responsibility to perform all safety checks and to ensure that all lubrication and maintenance instructions are complied with for maximum safety and proper operation.

It is also the owner/operator's responsibility to return the unit to the Ranger dealer for a periodic checkup.

The owner/operator is responsible for the correct operation of the boat and for the safety of its occupants. Be sure that all operators read this manual before attempting to operate the boat. Your passengers should be shown the location and use of all emergency equipment, and one passenger should be instructed how to handle the boat in case of emergency. U.S. Coast Guard requirements for PFDs (Personal Flotation Devices or Life Vests) can vary, depending on the type of boat. Be sure to comply with the U.S. Coast Guard regulations that apply to your boat. The owner/operator should, however, make certain that all passengers in the boat are in possession of, and are securely wearing, a PFD whenever the boat is in operation. We strongly recommend that an engine emergency stop switch (kill switch) be securely connected to the boat operator any time that the engine is in operation!

Learn the waterway rules of the locality in which you intend to operate your boat. Navigable waterways are controlled by Federal regulations while inland lakes and Canadian waters are controlled by local jurisdictions. Obey all regulations to protect yourself, your passengers, and fellow boating enthusiasts.

*Special Information*

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Before boating, obtain the weather forecast for your area. Familiarize yourself with the weather bureau warning system signal(s) and waterway traffic sign/marketing information.

Contact your local U.S. Coast Guard Auxiliary and take advantage of their excellent boating and safety classes and seasonal boat inspections.



**WARNING** - Operating a boat with an engine of horsepower in excess of that specified on the boat's capacity plate can result in loss of control over the boat's operation and could lead to an accident resulting in injury or death of the boat's occupants.



**WARNING** - Imprudent operation of the boat, with or without the use of PFDs and an approved engine emergency stop switch, can lead to property damage, injury, or death of the boat operator and/or passenger(s), or others, whether inside the boat or outside the boat.



**WARNING** - The boat operator should insure that the lanyard connection to the emergency stop switch is of ample length to insure that the inadvertent activation of the switch is not likely. Accidental triggering of the emergency stop switch could result in loss of engine power at inopportune times, such as while docking or in heavy seas, strong currents or high winds, and could lead to an accident resulting in injury or death.



**WARNING** - Do not exceed the maximum weight and person capacity found on the U.S. Coast Guard capacity information plate located on your boat. Overloading severely affects the stability and handling of your boat and could lead to an accident causing injury or death.

## HULL IDENTIFICATION PLATE



Year Mfg. \_\_\_\_\_ | | \_\_\_\_\_ Year Model

The hull I.D. plate is located on the outboard side of the starboard transom, above the water line, and contains the following information:

Hull Identification Number (Serial Number) - should be included in any inquiries or when ordering parts. The U.S.C.G. requires the H.I.N. number be permanently affixed and remain on the starboard transom of the boat. Do not alter this plate in any way.



## U. S. COAST GUARD CAPACITY INFORMATION PLATE



Familiarize yourself with your boat's maximum capacities. Do not exceed the maximum weight (in pounds) or persons (number) capacity found on the U.S.C.G. capacity information plate attached to your boat. **Know the ratings and load your boat accordingly. It is a must for safe boating.**



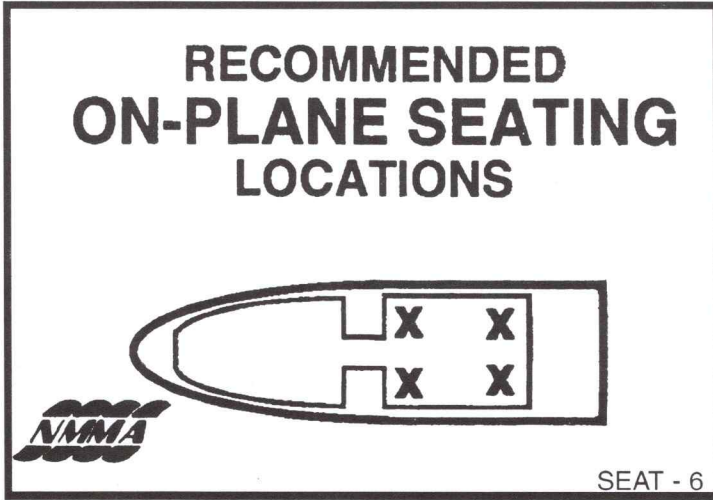
**WARNING** - Failure to observe maximum weight and horsepower capacities could create conditions favorable to an accident that could result in injury or death to the occupants.



## RECOMMENDED ON-PLANE SEATING LOCATIONS

A decal similar to the one in Fig. 1, below, should be found on your boat in the area of the U.S. Coast Guard capacity plate. The areas marked by "X"s are the areas of the boat considered safe and suitable for on-plane seating. The operator of the boat should be familiar with these locations. The boat should not be operated at or above planing speeds with persons on board not seated in the designated areas shown.

FIG. 1



**WARNING-** Do not operate the boat on plane with persons located outside the on-plane locations shown on the decal. Failure to do so could cause a person or persons to be thrown overboard, resulting in injury or death.

## FUEL SYSTEM

The fuel system consists of a fuel tank equipped with an electric sending unit. The fuel level is displayed on the console mounted gauge when the ignition switch is “on”. A fuel hose connects the fuel tank to the engine. On models with more than one tank, a switch valve is installed to switch from tank to tank. This valve, located on the panel supporting the driver and passenger seat or near the splashwell, depending on the model, is clearly marked and easily operated.

### SAFETY AND MAINTENANCE TIPS

The fuel system in your Ranger requires little or no maintenance. However, the periodic inspection outlined below is strongly recommended. Contact your Ranger dealer for proper fuel tank access for your model.

- (1) Check fuel tank(s) for leakage, especially around electric sender and fuel hose connections.
- (2) Check fuel tank hold down brackets, making sure they are secure.
- (3) Check battery hold down or boxes, making sure they are secure.
- (4) Do not store items on, in, or around fuel tanks or batteries. “Good housekeeping” in this compartment is essential to safe boating and a maintenance-free fuel and electrical system.
- (5) Check hose connections at the deck fuel fill, fuel tank vent, and (if equipped with more than one tank), the fuel switch valve.



**CAUTION** - Maintenance or repairs should be performed by your Ranger dealer or other qualified personnel.



**WARNING** - Avoid serious injury or death from fire or explosion resulting from leaking fuel. Inspect system for leaks at least once a year.



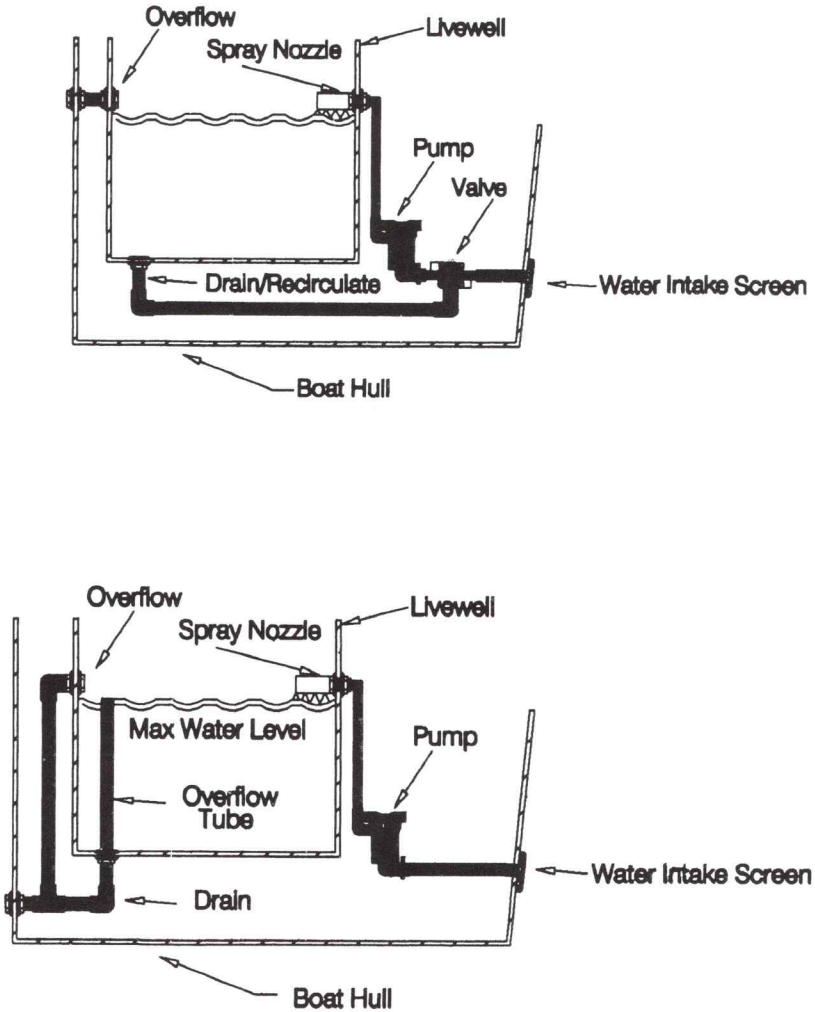
**WARNING** - Fuel vapors are a fire and explosion hazard. Do not store fuel or flammable liquids in compartment boxes. Ventilation has not been provided.

Naturally, a leak-free fuel system is a MUST for proper engine operation and on-board safety. Always inspect for fuel leaks prior to connecting battery charger to your engine cranking battery. Rear fuel/battery compartment lid should always be propped open for ventilation when charging any batteries.

## YOUR LIVEWELL AERATION SYSTEM

Some Cherokee models incorporate a stand pipe/overflow tube and do not have a recirculation system. (See below). For specifications on different Cherokee models, contact your Ranger Dealer or call us direct at: (870) 453-2222.

FIGURE 2



## **MAINTENANCE TIPS FOR AERATOR SYSTEM**

- (1) Remove screens only for flushing aerator system.
- (2) Keep screens in place for cleaning and during operation. Replace damaged or broken screens immediately.
- (3) Do not exceed the recommended fuse size on the aerator pumps (a larger fuse WILL NOT make a stronger aerator system!).
- (4) Continual operation of pump (especially dry) will damage pump. Be sure aerator switches are "off" when storing, etc.

## **TROUBLESHOOTING**

### **■ Pump runs, but will not pump water**

- ⇒ Entrapped air pocket around pump impeller has "air locked" pump. With valve in "fill" position, back boat up slowly to expel entrapped water.
- ⇒ Grass, sticks, or other debris have clogged the filters or cavity around the pump impeller, restricting water flow to pump. Clean screens or remove screens and flush system with garden hose using moderate pressure.

### **■ Pump will not run (no "hum" is heard)**

- ⇒ Make sure switch is in the "On" position.
- ⇒ Check master breaker switch in the rear compartment.
- ⇒ Check fuse. Replace if necessary.
- ⇒ Check wire connector at pump.
- ⇒ Replace pump.

### **■ Livewells will not hold water in "Fill" position**

- ⇒ Flush system to clear debris from livewell valve.
- ⇒ Check cable to valve connection for proper adjustment.
- ⇒ Remove cable, put water in livewell to see if well will hold water with cable removed. If so, adjust cable to match actuator arm.
- ⇒ Remove valve and disassemble. Clean inside of valve with warm soapy water and inspect flappers for nicks, cuts, and abrasions.
- ⇒ Replace flappers if necessary.

## STEERING AT CONSOLE



**WARNING** - The steering in your boat is one of the most important items and should be checked by the driver every time the boat is used. You should school yourself and make it a habit to check the steering methodically. Loose or worn steering could lead to an accident causing injury or death.

Ranger Cherokees may be equipped with no-feedback steering. This is mechanical steering that is designed to help reduce engine torque, felt at the wheel, to a minimum. However, a firm grip on the steering wheel is required at all times.

You should familiarize yourself with the feel of the steering at various speeds and trim settings. **NEVER** exceed speeds beyond your comfort level.

Your new Ranger may be equipped with Teleflex Sea Star Pro hydraulic steering.

This system is designed to help reduce engine torque felt at the wheel (see Fig. 3), while providing excellent steering response. However, this is not to be interpreted in any way as an "Automatic Pilot". A firm grip on the wheel is required at all times. Read the steering owner/installation manual for maintenance instructions.



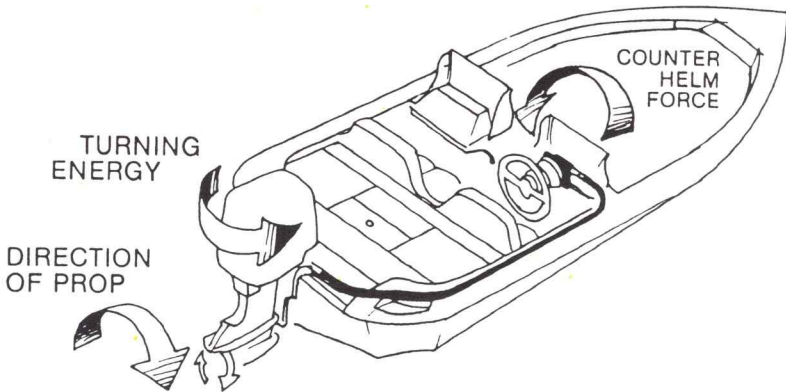
**NOTICE** - Due to the special valving in the hydraulic helm, the steering wheel may not be in the same position each time the steering is returned to center. This is normal operation and should be no cause for alarm.



**WARNING** - The driver must always keep a firm grip on the steering wheel. Failure to do so could lead to an accident causing injury or death.



FIG. 3



## STEERING CONNECTIONS AT ENGINE

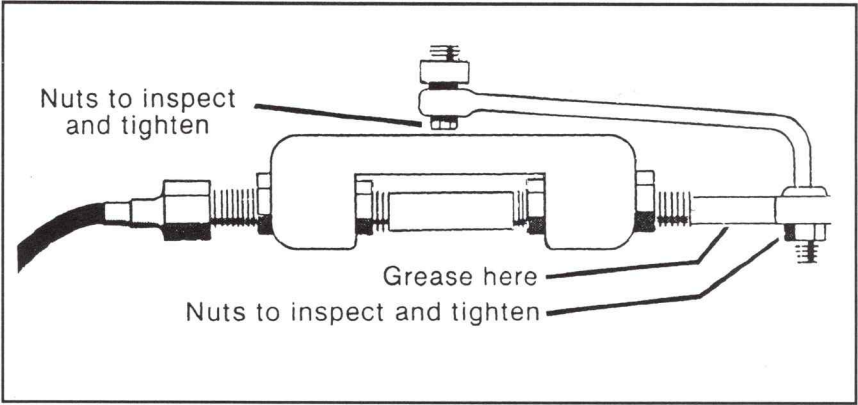
The steering may be connected at the engine by a method similar to the ones shown in Figures 4 & 5 (pg. 19).

Because Ranger does not supply the "cable to engine" connectors except on pre-rigged packages, we will not make specific installation or torque recommendations. However, Figures 4 & 5 show maintenance and check points that should be regularly inspected.



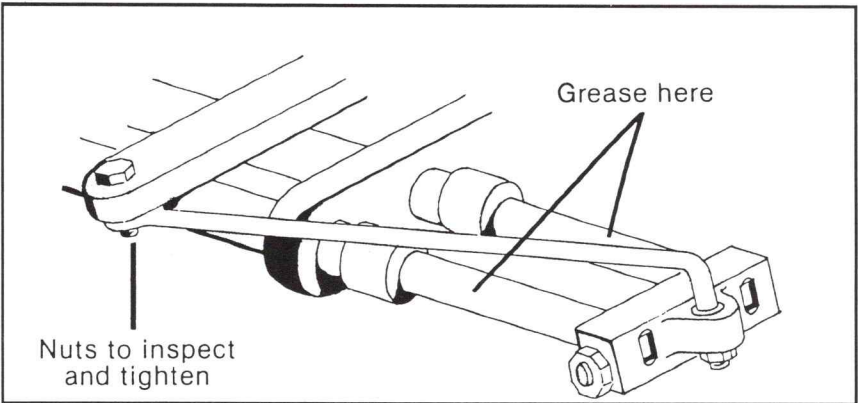
**CAUTION** - See your authorized marine dealer for specific information concerning maintenance of engine connections.

FIG. 4



**CAUTION** - See engine owner's manual for proper greasing and maintenance of engine link rod and steering kit.

FIG. 5



## YOUR BOAT'S FINISH . . .

### MAINTENANCE AND REPAIR

Paint used on your Ranger boat is of the highest quality available today. To keep it looking new and in good condition these tips will prove helpful.

- A light duty rubbing compound (available at most auto parts stores) is recommended for stains such as mold, fine scratches on finish or just to bring back that "look new" shine.
- Automotive wax or polish is good for preserving the shine and building an "armor coat" to prevent scratches.
- A boat cover (which is available from your Ranger dealer) is also a wise investment to help prevent damage while the boat is at home or on the road.



**NOTICE** -Do not use acids or other strong chemicals to clean your boat.

## KEY LOCKS, CARPET, AND UPHOLSTERY

Your Ranger boat has been equipped with top-quality marine grade key locks to secure your storage areas. Should your boat be subjected to use in or near salt water, care should be taken to flush the locks out thoroughly with fresh water to prevent corrosion.

The carpet in your boat is the finest grade available. Although the special backing is RESISTANT to oil and gasoline, spills should be removed with soap and water to maintain the good looks and extend the carpet life. A car wash is suitable for washing and rinsing your carpet as well as cleaning all surfaces.



**NOTICE** - The popular and effective “fish scents” that are commonly sprayed on lures today will cause deterioration of the carpet backing. Use caution to spray these formulas well away from your boat carpet! Any spills should be cleaned up promptly.

Your Ranger upholstery is top-grade marine vinyl. Naturally, the suppleness and color fidelity of the upholstery is best maintained by storing your boat out of direct sunlight. Cleaning and conditioning of your upholstery is best accomplished with an approved, top-quality vinyl cleaner. To loosen stubborn soil or embedded dirt in textured surfaces, use a soft bristle brush, your approved cleanser, followed by wiping with a damp sponge. To remove chewing gum, tars, paint, shoe polish, or heel marks, use a cloth dampened with kerosene or naphtha. Do not soak. Ball point pen ink may sometimes be removed if rubbed immediately with a rag dampened with water or rubbing alcohol.

Read the cleaning and maintenance directions that follow on the next two pages carefully for more ways to clean and protect your new upholstery.



**NOTICE** - Do not use acetone, paint remover or other strong solvents on boat's upholstery.

## CLEANING MARINE VINYL

For general purpose cleaning, use Vinyl Finish Vinyl Cleaner, Fantastik, or warm water with a mild dish soap such as Dawn or Ivory. Gently scrub with a small soft bristle brush.

For dirt build-up, use Vinyl Finish Vinyl cleaners. Let soak for approximately 10 minutes, then gently scrub with a soft bristle brush. For specific stain removal, refer to the chart on page 23 or the staining agent's stain removal instructions.

**CAUTION - DO NOT** use Formula 409 (the bottle states the product should not be used on vinyl).

**DO NOT** use kerosene, gasoline, or acetone, as they will remove the protective marine top coat on your vinyl.



**DO NOT** use any silicone based protectants. They will extract the plasticizers, leaving the vinyl hard and brittle, and eventually cracking will occur.

### **USE**

Vinyl Finish Vinyl Cleaner  
Dish Soap (Dawn, Ivory)  
Fantastik  
303 Protectant

### **DO NOT USE**

Formula 409  
Murphy's Oil Soap  
Simple Green  
DC Plus  
ArmorAll  
Top Kote Sealant  
Son-of-a-Gun  
Orange 88 Degreaser  
Roll-Off  
Bleach/Baking Soda  
Turtle Wax Tar Remover  
APCO  
Harbor Mate

Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can cause damage and discoloration and are not recommended.

Dry cleaning fluids and lacquer solvents/acetone (for example, nail polish remover) should not be used as they will remove printed pattern and/or gloss.

Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating.



This chart contains methods for removing common stains and soils:

- A. Medium-soft brush, warm soapy water. Rinse. Dry.
- B. Vinyl Finish Cleaner or household cleaner such as Fantastik
- C. One tablespoon ammonia, one fourth cup hydrogen peroxide, three-fourths cup of water applied with medium soft brush. Rinse. Dry.
- D. Wipe or scrape off excess (chill gum with ice first).
- E. Denatured Alcohol. Rinse. Dry.
- F. Follow instructions of stain agent manufacturer.

	<b>STEP 1</b>	<b>STEP 2</b>	<b>STEP 3</b>
Ballpoint Ink*	E	B	A
Chewing Gum	D	B	A
Coffee, Tea, Chocolate	B		
Crayon	D	B	
Grease	D	B	F
Household Soil	A	B	
Ketchup	A	B	
Make Up (Lipstick, eye shadow, etc.)	A	B	
Mildew, Wet Leaves*	C	B	A
Motor Oil	B		
Paint, Dried Oil Base	D	B	A
Paint, Fresh Oil Base	D	A	F
Paint, Latex	A	B	F
Permanent Marker*	E	B	C
Shoe Polish*	D	B	F
Spray Paint	B	F	
Suntan Lotion*	A	B	
Tar/Asphalt	D	B	
Yellow Mustard	A	B	C

\* Suntan lotion, tree pollen, wet leaves, and some other products contain dyes that stain permanently.

## GALVANIC CORROSION

Galvanic corrosion (electrolysis), to the boater, is the break-up of metals due to the effects of electrolytic action. When two dissimilar metals are immersed in a conductive fluid (salt water), an electric current is produced, much like a battery. As the current flows, it takes with it tiny bits of the softer metal. If not stopped, a great deal of damage could occur.

If you operate in salt, polluted, or brackish waters, your boat should be equipped with a transom mounted zinc anode to prevent damage to those metal parts coming in contact with the water. The zinc is by design, self-sacrificing. It is slowly eroded away by electrolytic action and requires periodic inspection for deterioration. If the zinc shows extreme erosion, it must be replaced to continue protection, or damage to the other metal parts may result.

Most engines are equipped with one or more zinc anodes which must also be inspected regularly for deterioration.



**CAUTION** - Never paint or coat zinc anodes or cathodes with any substance. Once covered, they do not provide protection from galvanic corrosion. Replace anodes if they have deteriorated 50% or more.

## SALT WATER CORROSION

The entire boat should be rinsed with fresh water and washed immediately after use in salt water. If the boat is used primarily in salt water, wax the hull monthly and apply corrosion inhibitor to all hardware. See your dealer for products suitable for the marine salt water environment. Fresh water internal flushing is recommended when used in salt, polluted or brackish waters. Flush the entire engine cooling system with fresh water for at least 5 minutes after use in these waters. See your dealer for appropriate flushing devices.



## HOOK UP OF TROLLING MOTOR LEADS

24 VOLT SYSTEM	RED to Battery	1 (+)	positive	12 VOLT SYSTEM
	BLACK to Battery	1 (-)	negative	
	ORANGE to Battery	2 (+)	positive	
	WHITE to Battery	2 (-)	negative	



**CAUTION** - Hooking up leads to trolling motor in any other manner could result in severe damage to both batteries and panel.

Breakers are circuit protection (40 amp 12 volt) for the positive (+) leads in the trolling motor wiring (bow to stern). A problem in the system could result in the breaker(s) being tripped. Should this occur, the breaker(s) can be reset by depressing the button. If this occurs again, disconnect battery leads and trace immediately, or take it to your Ranger dealer for repair.

A light switch type circuit breaker is used for the accessories. Should a breaker trip, simply push to reset. This switch should also be in the "off" position when trailering or storing the boat. It acts as a master switch and turns off all accessories getting their power from the Ranger fuse panel. Remember, engine circuits will not be affected by these breakers/switches, but could have breakers or fuses of their own. Consult your engine owner's manual for electrical particulars.

## ELECTRICAL SYSTEM

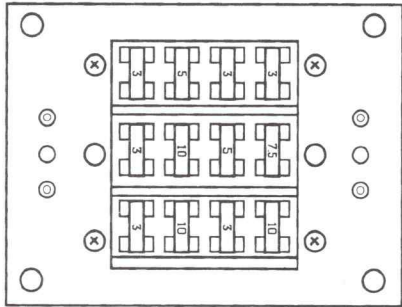
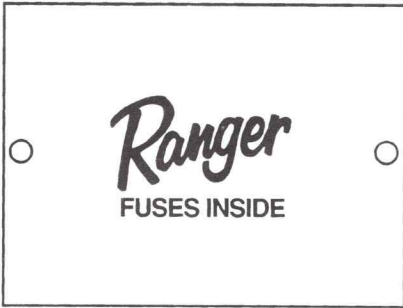
### FUSE PANEL INFORMATION

The fuse panel, located for easy access, features plug-in type ATC fuses. The fuses can be easily inspected or replaced.

The panel has a capacity of twelve individual circuits. The particular accessory(ies) they operate are shown on the decal on the right side of the fuse panel or back side of fuse panel cover.



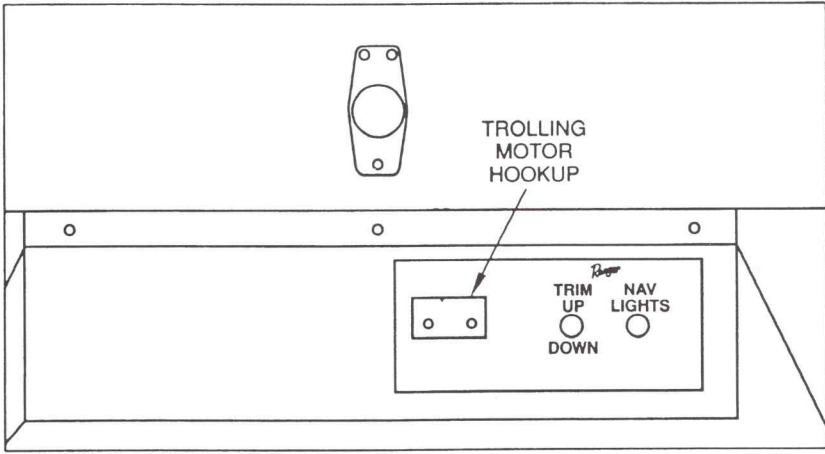
**CAUTION** - Do not exceed recommended fuse sizes. Always install proper rated fuse when adding accessories to the fuse panel.





## BOW PANEL INFORMATION

The purpose of our system is to provide a minimal voltage drop trolling motor system. The system comes standard with 6 gauge leads. These leads, or wires, run through plastic pipe down the port side of the gunnel from the bow panel to the rear storage compartment in the stern.



**Engine trim switch** - Can be used to trim engine from front deck while fishing. NOT to be used when main engine is running!

**Navigation light switch** - Controls the navigation lights.



**CAUTION** - Do not connect main leads to batteries until all other connections have been made.



**CAUTION** - Hooking up main leads in any other manner could result in severe damage to both batteries and panel.

## **SAFETY AND MAINTENANCE TIPS**

- Always disconnect trolling motor plug from panel when not in use. This is for your safety as well as for discouraging corrosion between the trolling motor plug and the trolling motor receptacle.
  
- When adding accessories, make sure you use the positive and negative terminal from the same battery. Red and Black are battery #1, and Orange and White are battery #2.
  
- Check battery connections periodically to make sure they are corrosion free and TIGHT.
  
- Alterations of any part of the wiring system should be avoided! Such alterations could cause damage and/or electrical short.
  
- Inspect wiring connections and terminals periodically for corrosion, etc. Replace as needed. Replacement components should always be of equal or greater rating and quality. We recommend Ranger replacement parts available through your Ranger dealer.
  
- Always disconnect the positive and negative leads from the battery terminals before installing, removing, servicing, or troubleshooting any part of the electrical system.

*Federal Regulations for Recreational Boats*

<b>EQUIPMENT</b>	<b>CLASS A (Under 16' in Length)</b>	<b>CLASS I (16', but under 26')</b>
Whistle or horn	Must have means of making an efficient sound signal.	
Visual Distress	None required during daytime.	All recreational boats, when used on coastal waters, which includes the Great Lakes, the Territorial Seas, and those waters directly connected to the Great Lakes and the Territorial Seas, up to a point where the waters are less than two miles wide, must be equipped with visual distress signals.
Lights	Proper light displays are required to be shown from sunset to sunrise.	
Fire Extinguishers	One B-1 U.S.C.G. or U.L. approved fire extinguisher unless the construction is such that explosive flammable vapors cannot be trapped, there are no closed compartments nor permanently installed fuel tanks on board.	
PFDs	Type I, II, III, or V for each person aboard.	Type I, II, III or V for each person on board and one Type IV.
Numbering	All undocumented vessels equipped with propulsion machinery must be numbered in the state of principle use.	
Certificate of Number	A valid certificate of number showing the numbers issued to a vessel must be on board whenever the vessel is in use.	
Display of Number	Number must be painted or permanently attached to each of the forward halves of the vessel, and no other number may be displayed thereon.	

**NOTE:** The above information is not conclusive. The owner/operator should check all current Federal, State, and Local Regulations to insure compliance.

Boat operators are required to file a boating accident report with their state boating law enforcement agency when their boat is involved in certain boating accidents as follows:

- 1) There is loss of life or probable loss of life.
- 2) Personal injury requiring medical treatment (other than first aid).
- 3) Damage to property that exceeds \$500.

## BOAT DATA

OWNER \_\_\_\_\_

Address \_\_\_\_\_

DEALER \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

BOAT - MAKE / MODEL \_\_\_\_\_

Serial No. \_\_\_\_\_

Key No. \_\_\_\_\_

ENGINE - MAKE / MODEL \_\_\_\_\_

Serial No. \_\_\_\_\_

Drive Unit Serial No. \_\_\_\_\_

OTHER \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



## GENERAL INFORMATION AND MAINTENANCE

With a minimum of maintenance and a little care, your Ranger Trail Trailer should give you many years of safe, trouble-free service. However, as with any piece of fine machinery, some items should be checked and serviced regularly.

- Keep the hubs properly lubricated at all times as described in the hub section of this manual.
- Lubricate jack wheel gears and spline periodically.
- Check all lights before each use of the trailer.
- Check the tires for wear, cuts, or other damage before each use and replace as needed. Check tire pressure often. See tire side wall for maximum pressure and maximum load.
- Check lug nuts for tightness before use. Torque lug nuts to 75-85 ft. lbs.
- Periodically check the winch strap and winch parts for any wear and replace worn parts.
- Remember . . . a small expense for preventive maintenance is much less expensive now than a roadside breakdown later!



**CAUTION** - Trailer tires should be properly inflated and maintained! The load-carrying capacity of your trailer is based on the tire pressure. Inadequate tire pressures can void your tire and trailer warranty and could also lead to an accident damaging to people or equipment!



**WARNING** - Lug nuts should be properly tightened before each use. Failure to do so could result in loss of a wheel and could lead to an accident causing injury or death.

## **E-Z LUBE HUBS**

These hubs have a unique method of lubrication. The grease actually fills from the rear bearing and the back of the hub, forward to the outer bearing. Since the E-Z Lube Hub, properly maintained, lubricates the rear bearing first, all air is forced forward out of the hub, making for a more perfect seal.

On Cherokee trailers, the wheel bearings are lubricated via flush mount Zerk fitting in the end of the spindle. These bearings should be serviced every 10,000 miles or one (1) year.

To do so, jack up the trailer and remove the wheel. Remove the dust cap by lightly tapping with a hammer and screwdriver on the cap edge where it meets the hub. Using a grease gun with a needle attachment (available at most parts stores), place the needle in the Zerk and pump until new grease appears around the outside bearing. Remove excess grease from bearings and cap, then reinstall the cap with a gasket sealer around the sealing lip. Drive the dust cap in place with a rubber hammer and reinstall wheel.

## **COOL HUBS**

Contained Oil Orbital Lubrication (COOL) Hubs feature:

- **ADDING LUBRICANT** - Lubricant is added through threaded port on nose of hub. This allows for easy access and maximum filling of hub cavity with oil.
- **LUBRICANT** - Uses standard 50 weight motor oil.
- **PRESSURE CONTROL-THERMAL EXPANSION** - Hub cavity is completely filled with oil. There is no void which could allow water entry during submersion of trailer in water and cooling of oil.
- **SEALING-FRONT** - Stainless steel barrel is press fit into hub. A seal is used between hub bore and barrel. Double Quad-rings on piston riding on a stainless steel surface to help prevent any leakage.
- **SEALING-REAR** - A factory installed stainless steel collar is press fitted and sealed onto spindle. A coated double lip inner hub seal riding on the stainless steel collar keeps pressurized oil in and water out of hub.

If your trailer is equipped with COOL Hubs, the system should be serviced once a year or every 20,000 miles whichever comes first. To do so, simply remove the plug located in the hub nose, rotate the hole to the bottom position to drain the oil, refill the hub completely with approximately 5 oz. of 50 wt, standard (non-synthetic) motor oil and reinstall plug.

## TRAILER BRAKES

If your trailer is equipped with brakes, follow the safety and maintenance tips listed below for best service.

- Always hook up the brake breakaway cable securely to the tow vehicles (should the trailer come loose, cable will activate the brakes to help slow runaway trailer). Always insert hitch pin after latching coupler to trailer ball (Fig. 15, page 37). Release any pressure on the breakaway cable that might have inadvertently been applied during hook up. To do so, press up on cable release lever located under hitch to the rear of the ball seat (Fig. 15, page 37).
- Disc brake trailers are equipped with an electric solenoid valve to prevent the disc brakes from being activated while reversing your trailer. Unlike drum brakes, which lose 80% of their braking capacity in reverse, disc brakes will operate at full capacity in either direction. It is therefore, essential that the wire from the solenoid valve be connected to the reverse light wire of the tow vehicle. When the tow vehicle is put in reverse gear, the solenoid will deactivate the brakes and allow you to back up. (Fig. 16, page 37)

To check proper operation of solenoid valve, place tow vehicle gear shift in reverse (with engine shut off and ignition on). Backup lights should turn on and an audible “click” should be heard at the valve. If lights come on and no “click” is heard, check for an electrical wiring or connection problem.



**CAUTION** - Make sure back up lights **DO NOT** come on when tow vehicle transmission is in any gear other than reverse.

- Check cap of master cylinder often for tightness.
- Follow routine maintenance and inspection for disc brakes as outlined in your Disc Brake Manual.

To minimize corrosion, it is highly recommended that the disc brake calipers and rotors be rinsed off with fresh water after trailer has been immersed in salt water.

## INSPECTION

To assume continued proper operation of your trailer disc brakes, annual inspection is recommended.

## BRAKE LOCKOUT INSTRUCTIONS

Brake lockout is useful in situations where you need to back over soft ground or up a hill while electric solenoid is disconnected.

- When hitch is fully extended, press down reverse lockout cap and turn clockwise to manually lock out brakes (Fig.14, below). Lockout should return to normal position under forward pressure.
- Press down and turn counter-clockwise to remove reverse lockout cap to check brake fluid.

FIG. 14

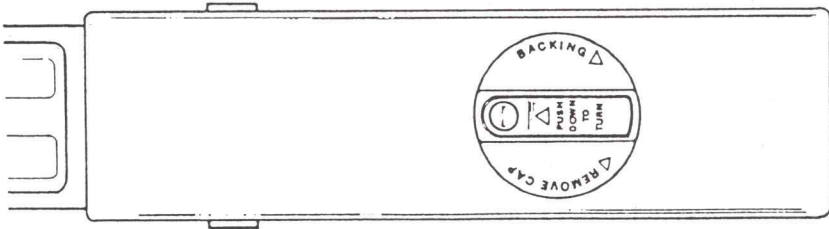


FIG. 15

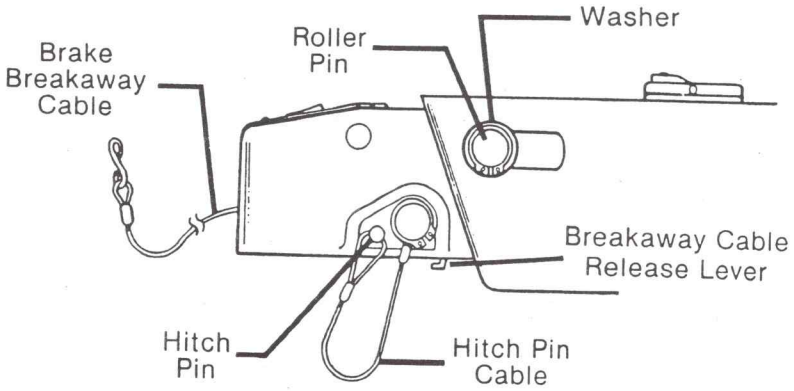
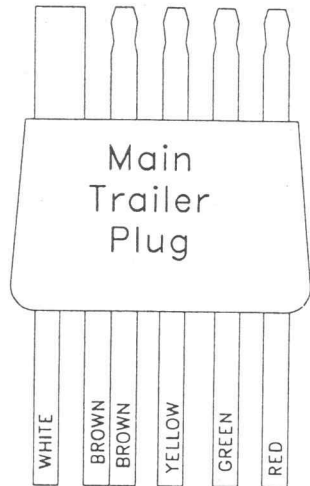


FIG. 16

## RANGERTRAIL WIRING

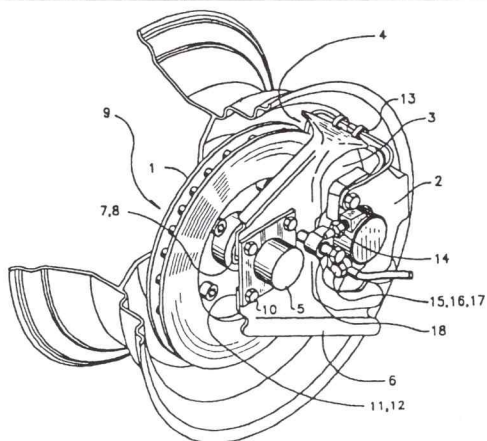
- WHITE - Ground
- BROWN - Tail & Clearance lights
- YELLOW - Left stop & turn lights
- GREEN - Right stop & turn lights
- Red - To back-up light wire on vehicle





## DB-42 DISC BRAKE PARTS LIST

#	Part No.	Qty./Axel	Description
1	33640	2	HUB/ROTOR ASSEMBLY
2	36020	2	CALIPER BODY ASSEMBLY
3	33015	1	BRAKE PAD SET (Inner shown)
4	33015	-	BRAKE PAD SET (Outer shown)
5		1	AXLE WITH BRAKE FLANGE
6	36045	2	MOUNTING BRACKET
7	32372	2	GREASE SEAL, #233-168-SP2
8	32351	2	BEARING CONE, INNER, L-68149
9	32350	2	BEARING CONE, OUTER, L-44649
10	32409	8	7/16"-20 x 1" BOLT
11	32410	8	7/16" LOCK WASHER
12	32411	8	7/16" HEX NUT
13	36075	4	SPRING CLIP
14	32500	2	BLEEDER SCREW
15	32307	2	BANJO BOLT
16	32275	2	BANJO FITTING
17	32230	4	COPPER WASHER
18	33020	2	5/16"-18 x 2-1/2" BOLT



# RANGER TRAIL PARTS LIST

DESCRIPTION	PART #
Winch with Strap/Handle	9642043
Winch Strap with double hooks	9642019
License Lamp	9639504
Keel Roller	9618215
Wrap Around Tail Light Assembly (L/H)	9639375
Wrap Around Tail Light Assembly (R/H)	9639376
Wedge Light	9639503
Cotter Key 1/8" x 1-1/4"	9612142
Grease Seal (WOK - AD2527E)	9624105
1/2" x 20 Standard Lug Nut	9648084
Inner and Outer Race (L68110)	9624075
Inner and Outer Bearing (L68149)	9624017
Spindle Washer 2" Diameter	9612138
Spindle Nut (13/16" x 20)	9612137
Spindle Nut Retainer	9612135
Cool Hub Bearing Bath Cap	9606088
"O" Ring Seal	9606089
1/8" - 27 NPT Pipe Plug	9606102
UFP Brake Coupler Inner Member	9603084

TIRE - Order by size/description

WHEEL - Order by size/description

CARPET - Order by model/color

Note #1 - Use "L" number for cross referencing at local parts store.

Note #2 - Replacement single lip seals are by manufacturer:

Victor #47319 / NAPA #47319 / National #473317

## PADS

Pads must be replaced when 1/16 inch (0.060") of pad friction material is left.



**CAUTION** - If not familiar with disc brake pad replacement, have work performed by a qualified individual or service shop.

## ROTORS

Rotors should be resurfaced by a qualified brake specialist if extreme galling or wear marks are present.



**CAUTION** - Rotors must be replaced if distance between brake surfaces becomes less than 0.882 inches (22.4 mm) due to wear or machining.

## RUST

Check for extreme rust on mounting bolts, flanges, and welds which may weaken the structural integrity of the system. Repair or replace as necessary.

## LEAKS



**CAUTION** - Check for leaks in the brake lines and fittings. Leaks will lead to loss of trailer braking ability. Repair or replace as necessary.

## REPLACEMENT PARTS

(See DB-42 Disc Brake parts list on page 38)

All replacement parts can be purchased from **Unique Functional Products**, 135 Sunshine Lane, San Marcos, CA 92069. If you have any questions or problems with the disc brakes, please write or call Unique Functional Product's customer service department at 1-800-854-1905 or in California 1-800-542-6400.



**WARNING** - The braking mechanism in this trailer is designed as an aid in slowing and stopping the trailer. The braking system on the tow vehicle is the primary slowing and stopping system. You will not be able to stop the tow vehicle and the towed trailer as quickly as you could stop the tow vehicle alone.

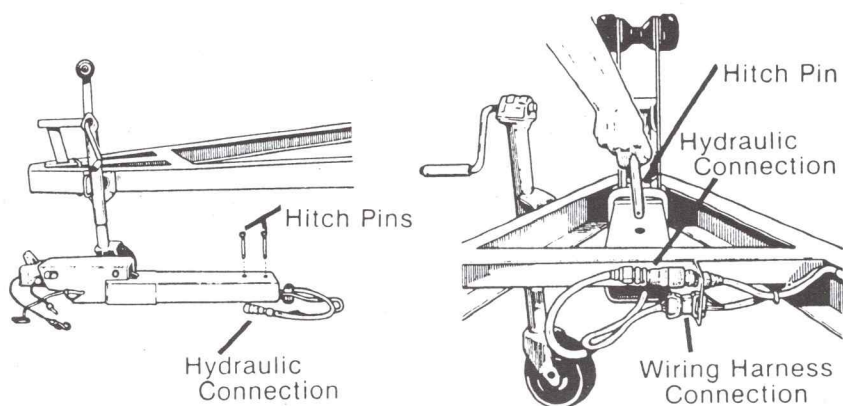
## REMOVABLE TONGUE

The removable tongue option was made available for those with limited storage space for their boat and trailer. Its design uses two (2) hitch pins to secure the coupler slide assembly to the receiver. Do not, under any circumstances, tow your trailer without both pins inserted completely through the slide and receiver.

If your trailer is equipped with brakes, the hydraulic connection is made behind the winch stand support bar. (Refer to Figure 17 below.) Failure to make this connection will result in no braking action and could lead to the brakes locking up due to heat buildup in the closed system. The wiring harness connection is also made in this area. To remove the coupler, support the trailer on the swing away jack stand. Disconnect the wire harness and brake line (if so equipped). Remove the two hitch pins and slide the coupler forward and out of the receiver.

**WARNING** - When installing the coupler, be sure to install both hitch pins and connect the brake line and/or the wire harness before towing. Failure to do so could lead to an accident resulting in injury or death.

FIG. 17





## **BEFORE TOWING YOUR RANGER TRAIL TRAILER . . .**

Make sure that your tow vehicle is equipped with a **2 inch ball** of machined or forged steel! **Never** use a ball smaller than 1.97 inch diameter or larger than 2.0 inch diameter. Naturally, your tow vehicle should be equipped with a properly rated and substantial towing hitch, well braced and firmly connected to your vehicle. Make sure that your vehicle is properly wired for the trailer light connection.

The height of the towing ball above the ground will greatly influence the tongue weight of the trailer. The base of the ball should be between 16" and 18" from the ground.

## **TOWING YOUR RANGER TRAIL TRAILER . . .**

Back your tow vehicle into position so that the ball is directly under the trailer hitch ball socket. Stop your vehicle's engine and set parking brake. Make sure that the release handle on the trailer hitch is raised and pulled to the rear. This will show that the ball socket is open and ready to receive the tow ball. Then, by turning the tongue jack handle, lower the hitch until it seats fully on the tow ball. Be sure that the tongue jack wheel is slightly clear of the ground. Close the ball socket latch by pushing downward into the recess. The release handle should close smoothly if the ball has been seated correctly into the socket. If the release handle does not close, **DO NOT TOW THE TRAILER**. To make sure that the connection is secure, lower the tongue jack until the ram has lifted the trailer hitch and trailer tongue connection 3 or 4 inches. If the ball does not disengage, you may be reasonably sure that the attachment is secure.

Next, fully retract the jack into the full up position and connect the safety chains to the connection points on your tow vehicle hitch.

If your trailer is equipped with brakes, hook up the breakaway cable and insert the coupler hitch pin as shown in the brake owners manual. If you do not have a manual for your brake system, please call or write Unique Functional Products, 135 Sunshine Lane, San Marcos, California 92069, 1-800-854-1905 or, in California, 1-800-542-6400.

If you have a removable tongue trailer, make sure the two (2) hitch pins holding the coupler slide assembly in the receiver are properly installed and seated (Fig. 17, page 41). If both pins are not inserted through the assembly, do not tow your trailer.



On removable tongue trailers with brakes, there is a hydraulic connection that must be made in order for the brakes to work. This is a push together, quick connect type fitting. Failure to make this connection will result in no braking assistance from the trailer. Hook up the wire harness (2 places on the removable tongue) and check that all lights are operating properly. Test your vehicle lights to make sure that the trailer's brake and turn signals duplicate your vehicle's. Remove any trailer wheel chocks and carefully drive off.



**CAUTION** - Retract jack fully before towing! Replace coupler and ball if worn . . . do not attempt repair or adjustment.

To unhitch your trailer from the tow vehicle, place the trailer on a level and paved surface and chock both trailer wheels to prevent any movement forward or backward. Unhook the safety chains, wiring harness, and, if so equipped, the brake break-away cable. Then, using the trailer tongue jack, raise the hitch up and clear the ball. In this position, the trailer tongue should be left somewhat bow high so that any water will run out through the drain hole in the stern of the boat.

# TRAILER DATA

OWNER \_\_\_\_\_

Address \_\_\_\_\_

DEALER \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

TRAILER MODEL \_\_\_\_\_

Serial No. \_\_\_\_\_

License No. \_\_\_\_\_

OTHER \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



**Wood Manufacturing Company, Inc.**  
**RANGER® ALUMINUM BOATS AND RANGERTRAIL® TRAILERS**  
**LIMITED WARRANTY**

Wood Manufacturing Company, Inc., a subsidiary of Genmar Holdings, Inc., warrants to you, the first retail purchaser of this 2002 model year aluminum boat delivered by a factory authorized dealer, that it will repair or replace defects in materials or workmanship that occur within the applicable warranty periods, subject to the "What This Warranty Does NOT Cover" section set forth below. If a defect in material or workmanship is discovered in a main seam weld (hull side to bottom chine, transom, center keel and deck to hull) within twenty (20) years after the date the boat is purchased, then Wood will repair or replace, as its sole option, those parts of the boat found by Wood to be defective. If a defect in material or workmanship is discovered in an interior support beam, rib or brace within ten (10) years after the date the boat is purchased, then Wood will repair or replace, as its sole option, those parts of the boat found by Wood to be defective. Wood also warrants to you that it will repair or replace, at its sole option, all other defects in materials and workmanship in the boat for a period of one (1) year after the date the boat is purchased. Your sole and exclusive remedy is the repair or replacement of components covered by this warranty. All warranties run concurrently.

Warranty on boats in commercial use or livery service is limited to coverage for main seam welds, interior supports, beams, ribs or braces only for one (1) year after the boat is purchased, subject to the "What This Warranty Does NOT Cover" section set forth below. No other warranties are extended to boats in commercial use or livery service.

Warranty on RangerTrail trailers shall run for three (3) years after the date the trailer is purchased, subject to the "What This Warranty Does NOT Cover" section set forth below.

This Ranger® boat or RangerTrail® trailer, including any alleged defective part, must be returned to an authorized Ranger® dealer within the applicable warranty period to obtain warranty service. The Ranger® dealer will carry out the warranty procedures on the owner's behalf. All warranty work will be performed at an authorized dealer, at the Ranger® factory, or at another repair facility that Wood selects. The owner is responsible for the expense associated with transporting the boat to and from the repair facility.

An action for breach of warranty shall be barred unless it is commenced within four (4) years from the date the cause of action accrues. An action for breach of any duty or obligation to repair or replace shall be barred unless it is commenced within one year from the date the cause of action accrues, regardless of the time remaining in the applicable warranty period.

**What this warranty does NOT cover:**

1. A boat, including its components, that has been altered or modified so as to adversely affect its operation, performance or durability.
2. Engines, outdrives, controls, propellers, batteries, and other equipment or accessories which are not manufactured by Wood, whether or not warranted by other manufacturers.
3. Windshield breakage and leakage around windshields, hatches or other designed openings.
4. Damage resulting from galvanic corrosion, oxidation or electrolysis caused by reverse polarity.
5. Any boat which has been misused, used in a negligent manner, used for racing, used without normal maintenance, operated contrary to any instruction furnished by Wood, accident or operated in violation of any Federal, State, Coast Guard or other governmental agency laws, rules or regulations.
6. Weight, speed, fuel consumption or other estimated performance characteristics.
7. Loss of time, inconvenience, rental charges, boat payments, travel expenses, loss of use, haul out, launch, towing and storage charges, loss of or damage to personal property, or other remedies not specifically allowed.
8. A boat which has been overpowered according to the maximum recommended engine horsepower specified on the capacity plate, or which has been altered by the use of a transom bracket or jack plate.
9. Canvas, zippers, vinyl, upholstery, plastics, fabric or trim.
10. Dealer preparation, cleaning and final adjustments and alignments in preparing the boat for delivery.
11. Repairs made necessary due to inadequate trailering or trailer support, or trailers that are improperly assembled, designed or adjusted.
12. Any damage caused by trailering, launching, or impact with another object.

The warranty for trailers shall include all original components of the trailer except tires, paint, and those components manufactured by companies other than Wood.

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**WOOD MANUFACTURING COMPANY, INC.**  
Manufacturers of Ranger® Boats and Ranger Trail® Trailers  
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