



Trouble Shooting Guide – Paddleboats

Squeaking noise: The three bearings in the front and three bearings in the rear (under the boat) may need to be oiled or lubricated. If you have an older model boat with oil canisters, fill them periodically with a quality 3 in 1 oil. Boats with nylon bearings can be lubricated using a spray white lithium grease or a water-resistant spray grease. The pedals may also need to be lubricated (spray grease on both sides of each pedal). Also, see “Loose drive chain...” below, which could cause noise.

Boat seems to pedal hard: First, check for obstructions such as weeds wrapped around the rear shaft. Also, the drive chain may need to be lubricated. Use a good-quality white lithium spray grease and spray chain over the crank shaft as the chain is moving, so that the entire chain gets coated. You may also want to lubricate the 6 bearings (see above).

Steering problems: The wind and water conditions play a big factor in the ability of the boat to go in the desired direction. Keep in mind that paddle boats don't turn sharp. Try stopping, backing up a few feet, then trying the turn again only pushing the steering handle not all the way to the side (try about 80% or so). If your boat does not seem to steer correctly even in calm conditions, you may need to tighten the collars directly below the steering handle (refer to diagram for front and rear steering assemblies to make sure everything lines up correctly). Using a quality allen wrench, apply a good amount of pressure to small set screws in the collar. If that does not fix the problem, take the collars off from the steering handle and make sure the allen screws are directly lined up with the flat surface on the solid shaft. Re-tighten the collars again. Re-check to make sure rudders are lining up with the steering handle as shown on the diagram.

Loose drive chain or drive chain came off completely: Any new chain will eventually stretch, creating slack in the chain. This could result in slapping noise of the chain or the chain completely coming off the sprockets. To tighten the chain, loosen six nuts on the rear shaft and slide the shaft back until chain is tight, making sure the front shaft is parallel to the rear shaft. Re-tighten the six nuts. If chain continues to come off, there may be a warped or bent sprocket. This can be fixed by lightly tapping on the warped or high side of the sprocket with a rubber mallet while slowly spinning the pedal assembly and eyeing both sprockets to make sure both sprockets are running in line. For more detailed instructions, refer to the “Drive Chain” diagram on our website.

Boat seems to list to one side: If boat is listing, check for pitting or punctures in the tube. This would allow water to enter the tube. If this is the case, you will have to have the tube repaired by a weld shop and then pressure tested. If the problem was pitted tubes, it is advisable to find the source of the pitting, so that it does not happen again. Chemicals used in the water (such as copper sulfate) or chemical run-off from lawns or fields could be the problem. Also, improperly grounded electrical current from nearby shore power could cause electrolysis and pitting in the tubes. If the corrosion has not gone all the way thru the tube, you could coat the bottoms (to the water line) of the tubes with a rubber mobile home roof paint. This should give you a few more years of life, depending on the severity of the corrosion. You could also use an anti-fouling paint available at marine retail stores (or on-line at overtons.com, boatersworld.com, or westmarine.com).

If you have a problem that is not addressed here, please do not hesitate to contact the factory directly at (989) 235-6776, or e-mail: ronda@paddleking.com.