

## POST #2 QUICK START GUIDE

[If you are an experienced RCer, you may want to skip this post - it is intended for the newbie who needs to check out the new radio to see if it works before using it to control a model]

Here are the items that are shipped to you:

Transmitter

Receiver

Binding plug



Binding plug inserted in receiver

You will need for initial testing:

\*Eight AA Alkaline Cells to power the transmitter (leave the issue of rechargeable batteries until later)

\*A servo\*

\*One receiver battery – 4.8 to 6 volts

### STEP 1

Insert 8 fresh alkaline batteries into the rear compartment of the radio oriented as shown by the + and - marks molded into the compartment wall.



### STEP 2

Turn on the Transmitter.



You should see the LED on the front panel glow green.

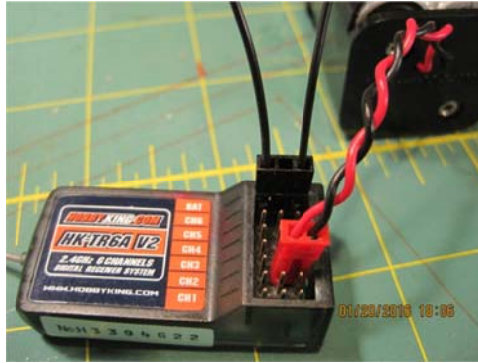
### STEP 3

Turn off the transmitter.

[ ... steps 3 through 7 are known as "the binding procedure" - the receiver may already be bound as it comes from the factory. But it doesn't hurt to rebind it. Binding is needed so that your receiver will only recognize one and only one transmitter]

**STEP 4**

Connect the Binding Plug to the three pins in the BAT position on the receiver. (See picture below)



**STEP 5**

Connect the receiver battery (NO GREATER THAN 6 VOLTS) to any other of the three pin positions with the negative side (usually black) toward the edge of the Receiver and the +voltage to the middle pin as shown in the picture.

**GET THIS RIGHT - REVERSE POLARITY WILL SURELY BLOW THE RECEIVER**

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**SIDEBAR:**

[If you do not have an appropriate voltage battery, you have probably bought a model kit that provides the correct voltage to the receiver through an Electronic Speed Controller (ESC) - the ESC contains a BEC (battery eliminator circuit) to reduce the voltage from a higher voltage to the proper voltage. You should borrow a proper , less than 6v. battery from a friend. If you don't, you are presented with a "chicken and egg" problem - you will be simultaneously trying to setup and test both your model and your radio at the same time - that is difficult for a newbie since there are possible conflicting issues with setting up the radio and setting up the ESC and motor for the first time - GET HELP]. Of course, if you already have a working model for which you are just changing radios, all you need to do is plug the ESC into the Rx for your testing - no problem. However, you might be a complete newbie with this new radio and a new model - then you will need help.

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You should now see an LED blink inside of the receiver. If it does not blink you will not be able to see it because it is hidden inside the case, which is dark translucent plastic. It is kind of like looking at someone smoking a cigar who is inside of a SUV which has dark tinted windows. This picture should help you locate the red light.



**STEP 6**

Pick up your transmitter, hold down the "BIND RANGE TEST" button - don't release it, Turn on the transmitter power while watching the LED blink inside the receiver. When the LED stops blinking and stays lit you may release the BIND button. The receiver is now bound to YOUR transmitter and will only respond to commands from THAT transmitter.

**STEP 7**

Disconnect the battery from the receiver, unplug the binding plug and put it in a safe place - you will not use it often (if ever). But if you do need it - you need it NOW.

**STEP 8**

Turn off the Transmitter.

**STEP 9**

Plug a servo into the CH1 location on the receiver.  
(picture below)

**STEP 10**

Turn on your transmitter, then  
Plug the battery into the receiver BAT position - again with the neg. lead next to the edge of the case and the positive lead in the center pin.

Always do it in this order - first [A]: turn on Tx then, [B]: turn on Rx.

The only time you do it in the reverse order is when you are BINDING.



**STEP 11**

Move the CHANNEL #1 control stick on the Tx to see if the servo rotates about 90 degrees. Move the trim control for CH1 to see if it causes the servo to rotate a few more degrees. Move the CH1 "REV-NOR" switch to the opposite position. Again, move the CH1 control stick to ensure that the direction of rotation of the servo is reversed.

[Note: This picture shows the "Mode 2" version. If you have the Mode 1 version (throttle on right stick - popular in places other than North America) you will have to experiment to find what the relationship is between the control stick, REV switch, and the CH# connector on the Rx (receiver) ]



Control layout for "Mode 2" transmitter (Mode 2 is used mostly in North America - Mode 1 layout is different).

The channel #s in this picture relate the the channel #s printed on the receiver.

**STEP 12**

Now, move the servo connector to the next set of connection pins (Ch. 2, etc.) and repeat the above test (STEP 11) for each of the four channels.

All four channels should behave the same.

If so, congratulations! You will not have to send the radio back to be replaced

Your new radio is ready to install in your r/c model.

To learn more about this radio and the possibilities for its use and modifications read on through posts # 3 and 4.