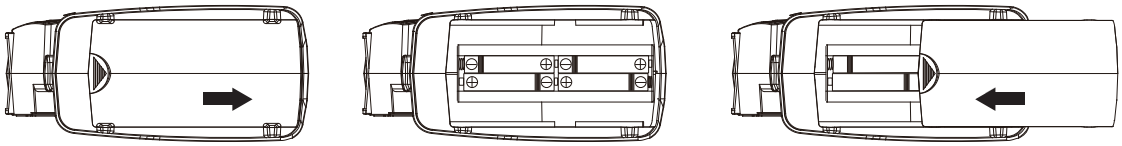
TRANSMITTER BATTERY INSTALLATION

To Open slide cover | Install Batteries | To Close slide cover

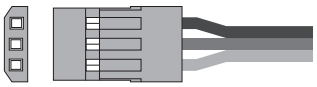


1. Press down on the battery cover and slide in the direction of the arrow to remove.
2. Install 4 AA alkaline cells (or Ni-Cd, or Ni-MH) as indicated inside the battery compartment. Make sure to match the polarity (+ and -) as shown in the battery compartment or the transmitter will not function.
3. Install the battery cover in place and slide to close.

WARNING: Improper installation of transmitter batteries can cause serious damage to your system.

SERVO CONNECTORS

The 92625 3-Channel receiver included with your MX-V 2.4GHz radio control system uses SANWA 'Z' connectors which are electronically compatible with the servos of other radio control system manufacturers. The connectors are rugged, but should be handled with care.



- = Negative (Black)
+ = Positive (Red)
S = Signal (Blue)

When unplugging the servo connectors, it's best not to pull on the servo wire itself. This could result in damage to the servo wire or the pins inside the plastic connector. Always grasp the plastic connector itself when unplugging the servo connectors.

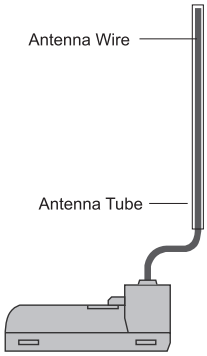
RECEIVER CONNECTIONS AND MOUNTING

Use the diagram below to familiarize yourself with how to connect the switch harness, servos (available separately), and the 4 cell battery holder to your 92625 3-Channel receiver.

1) Install four fresh 'AA' Alkaline batteries into the battery holder, making sure that the polarity is correct. The direction that each battery should be installed is molded into the battery holder (+ Positive and - Negative).

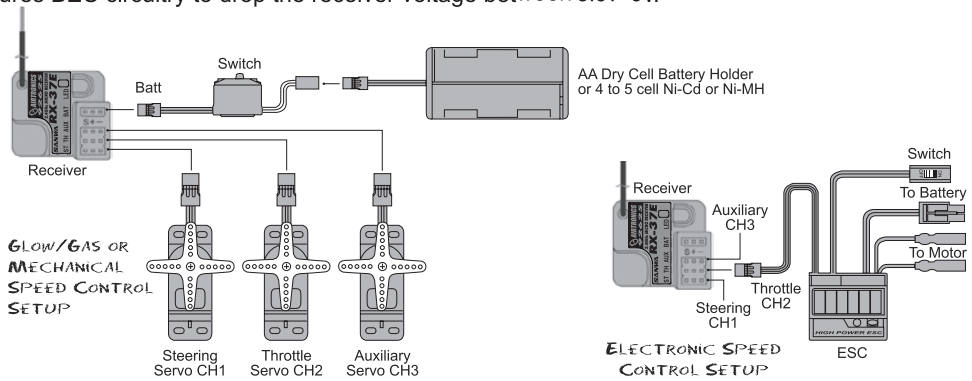
The 92625 3-Channel receiver's Nominal Input Voltage is **3.6v~9** v, therefore, the receiver can be powered using a 4 or 5 cell Ni-Cd or Ni-MH battery pack (available separately).

- We suggest Binding the transmitter and receiver and setting the Throttle Fail Safe position, prior to mounting the receiver in your model.
- The receiver should be mounted as far away from any electrical components as possible.
- Route the antenna wire up through a plastic tube so that it is in the vertical position.
- To protect the receiver from vibration and other damage, we recommend wrapping the receiver in shock absorbing foam rubber when installing it in your model.



Set your model on a stand so the wheels are off the ground before turning on your radio control system or connecting your motor for the first time.

The receiver does not feature BEC circuitry. If using an electronic speed control, verify that it features BEC circuitry to drop the receiver voltage between 3.6v~9v.



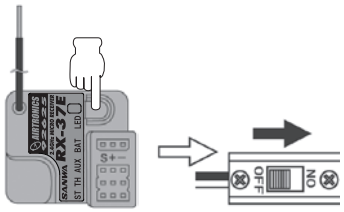
TRANSMITTER AND RECEIVER BINDING

The Binding function allows you to Bind the transmitter and receiver pair. When new, it is necessary to pair the transmitter and receiver to prevent interference from radio controllers operated by other users. This operation is referred to as 'binding'. Once the binding process is complete, the setting is remembered even when the transmitter and receiver are turned OFF. Therefore, this procedure usually only needs to be done once.

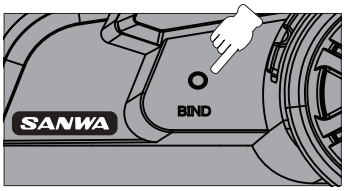
Before beginning the binding process, connect the switch harness, servos, and the receiver battery to your 92625 3-Channel receiver, using the diagram on page 5. Make sure that both the transmitter and the receiver are turned OFF.

1) Turn the transmitter ON. The Power Indicator on the transmitter will illuminate solid red.

2) While holding down the Bind Button on the receiver, turn the receiver ON. The Bind LED on the receiver will flash slowly. After ~2 seconds release the Bind Button. The Bind LED on the receiver will continue to flash slowly.



3) Quickly press the Bind Button on the front of the transmitter. The Bind LED on the receiver will flash rapidly for ~3 seconds, go out momentarily, then illuminate solid red, indicating the binding process is complete.



When the binding process is successful, the Bind LED on the receiver will stay solid red when both the transmitter and receiver are turned ON. If the Bind LED on the receiver is flashing rapidly or not illuminated at all, the transmitter and receiver are not paired. In this case, turn both the transmitter and receiver OFF, then repeat the binding process.

Under some circumstances, the receiver may not operate after turning the transmitter and receiver ON. If this occurs, perform the binding process again.

THROTTLE FAIL SAFE PROGRAMMING

The Throttle Fail Safe function automatically sets the throttle servo to a predetermined position in the event that the signal between the transmitter and the receiver is interrupted, whether due to signal degradation or to low transmitter battery voltage. For example, the Throttle Fail Safe function can be set so that the throttle returns to idle or the brake engages so that your model doesn't run away if the signal is lost.

Setting the Throttle Fail Safe Position

1) Turn the transmitter ON, then turn the receiver ON. Move the transmitter steering wheel and throttle trigger to verify correct servo movement.

2) Move the throttle trigger to the desired Throttle Fail Safe position. While holding the throttle trigger in the desired position, press and HOLD the Bind Button on the receiver. After ~2 seconds, the Bind LED will begin to flash slowly. Continue holding the Bind Button until the Bind LED begins to flash rapidly (~2 more seconds). Once the Bind LED begins to flash rapidly, release the Bind Button.

3) Turn the transmitter OFF to test the Throttle Fail Safe operation. The throttle servo should move to the position that you set in step 2.

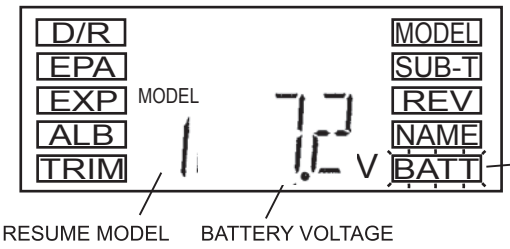
The Throttle Fail Safe function will not operate if the receiver loses power, for example, if the receiver battery comes loose or if the receiver battery is drained.

Clearing the Throttle Fail Safe Setting

1) To clear the currently programmed Throttle Fail Safe settings, re-bind the transmitter and receiver pair.

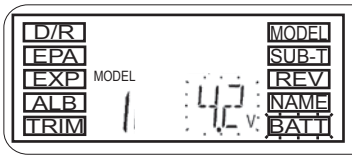
Top Screen

TX is turned on,it will begin from a TOP screen.



Operation Of Each Menu And Keys

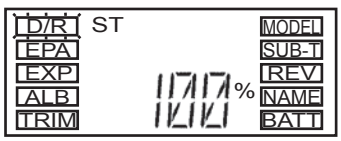
(1)



BATT - Battery

Pressing both menu buttons simultaneously, will automatically move the cursor to the battery voltage screen. Low battery warning beep will come on and blink, when battery reaches 4.2V

(2)

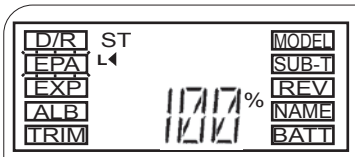


D/R - Steering Dual Rate

Press the (*UP or DOWN*) keys to move the cursor to **D/R.** The screen will now display ST. This will display your current Steering Dual Rate setting. You can change this setting by using the (*INC or DEC*) keys or, by moving the D/R lever located above the steering wheel.

D/R CH1 setting range is 0% to 100%. The default setting is 100%.

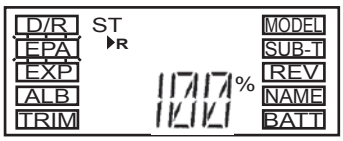
(3)



EPA - End Point Adjustment

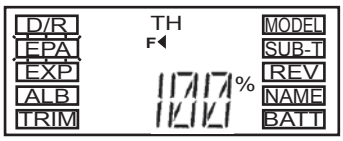
Press the (*UP or DOWN*) keys to move the cursor to EPA. The screen will now display ST L 100%. You can change this setting by using the (*INC or DEC*) keys to increase or decrease the amount of steering servo travel in that direction.

EPA ST L setting range is 0% to 150%. The default setting is 100%.



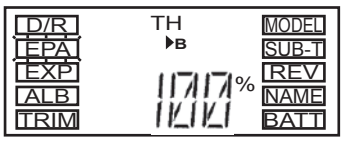
To set the Right Steering End Point Adjustment percentage value, turn and HOLD the steering wheel to the right. ST R 100% will be displayed. Press the (*INC or DEC*) keys to increase or decrease the amount of steering servo travel in that direction.

EPA ST R setting range is 0% to 150%. The default setting is 100%.



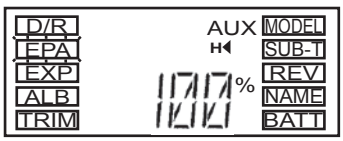
To set the Throttle High End Point Adjustment percentage value, press the (*Throttle Trim Switch*) keys, pull and HOLD the throttle trigger back. TH F 100% will be displayed. Press the (*INC or DEC*) keys to increase or decrease the amount of throttle servo travel in the High throttle direction.

EPA TH F setting range is 0% to 150%. The default setting is 100%.



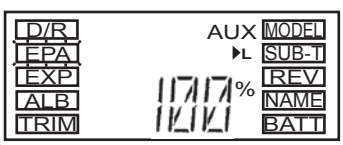
To set the Throttle Brake End Point Adjustment percentage value, push and HOLD the throttle trigger forward. TH B 100% will be displayed. Press the (*INC or DEC*) keys to increase or decrease the amount of throttle servo travel in the Brake direction.

EPA TH B setting range is 0% to 150%. The default setting is 100%.



To set the AUX channel End Point Adjustment percentage value, push the *(Auxiliary Channel 3 Switch)* up. AUX H 100% will be displayed. Press the (*INC or DEC*) keys to increase or decrease the amount of throttle servo travel in the High direction.

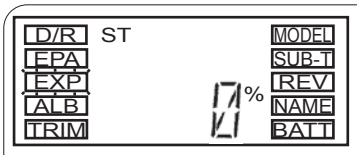
EPA AUX H setting range is 0% to 150%. The default setting is 100%.



To set the AUX channel End Point Adjustment percentage value, push the *(Auxiliary Channel 3 Switch)* down. AUX L 100% will be displayed. Press the (*INC or DEC*) keys to increase or decrease the amount of throttle servo travel in the Low direction.

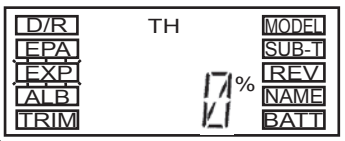
EPA AUX L setting range is 0% to 150%. The default setting is 100%.

(4)



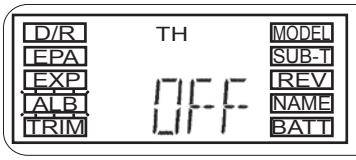
EXP - EXPONENTIAL

EXP ST setting range is -100% (Mild) to 100% (Quick). The default setting is 0% (Linear).



EXP TH setting range is -100% (Mild) to 100% (Quick). The default setting is 0% (Linear).

(5)

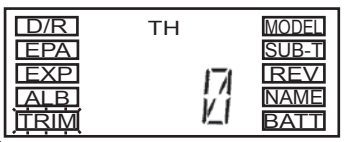


ALB - ANTI-LOCK BRAKING

ALB TH setting range is OFF, SLW (Slow), NOR (Normal), and FST (Fast). The default setting is OFF.

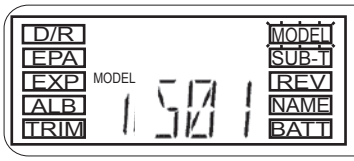
(6)

TRIM - DIGITAL TRIM MEMORY



ST TRM setting range is L25 to R25. The default setting is 0.
TH TRM setting range is F25 to B25. The default setting is 0.

(7)



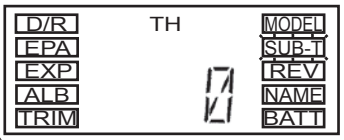
MODEL - MODEL SELECT

1) Turn the transmitter ON. The current Model Number will be displayed in the under left corner of the middle Programming Window.
2) Press the (*UP or DOWN*) keys until the MODEL menu is displayed. The current Model Number and the current Model Name will be displayed in the Programming Window.
3) Press the (*INC or DEC*) keys to select the desired Model Number 1 through 10.

(8)

SUB-T - SUB TRIM

SUB-T ST setting range is R25 to L25,The default setting is 0.



SUB-T TH setting range is B25 to F25,The default setting is 0.

(9)

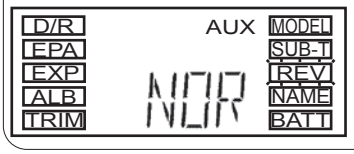
REV - SERVO REVERSING

2) Press the (*INC or DEC*) keys to change the direction of Steering servo travel. When set to NOR, the servo will travel in its 'normal' direction. When set to REV, servo travel will be reversed.

REV ST setting range is NOR and REV. The default setting is NOR.

2) Press the (*INC or DEC*) keys to change the direction of Throttle servo travel. When set to NOR, the servo will travel in its 'normal' direction. When set to REV, servo travel will be reversed.

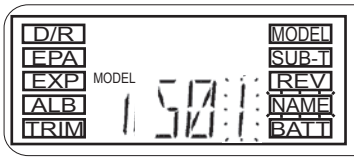
REV TH setting range is NOR and REV. The default setting is NOR.



2) Press the (*INC or DEC*) keys to change the direction of Auxiliary Channel 3 servo travel. When set to NOR, the servo will travel in its 'normal' direction. When set to REV, servo travel will be reversed.

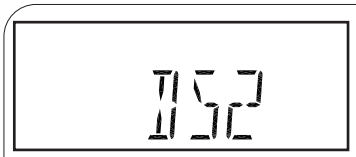
REV AUX setting range is NOR and REV. The default setting is NOR.

(10)



NAME - MODEL NAMING

Changing Modulation Type



1)Press the (*UP*) keys,and then switch power on.
2)Press the (*INC or DEC*)keys to change the Modulation Type.

The following Modulation Type options are available:

DS2 - DSSS-2
FH2 - FHSS-2
FH2F - FHSS-2 France Mode