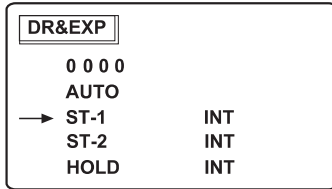


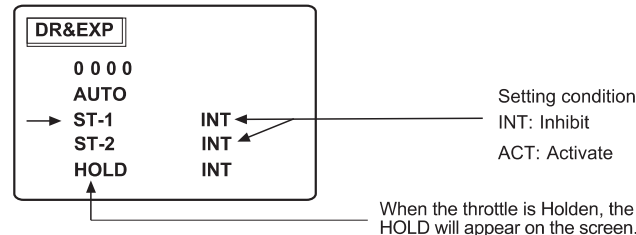
4.1.4.1 Automatic Dual Rate, Exponential Function

Move UP or DN to access the following graphics.



Given the Automatic Dual Rate function is activated (ACT). When switching the Flight Mode switch to ST-1, ST-2, or switching the Autorotation Landing to ON, the Dual Rates of the aileron, elevator and rudder should be switched to the Position 1. If the Automatic Dual Rate function is set as one flight mode, when you switch to the flight mode, the AUTO will appear on the D/R screen. Once the Automatic Dual Rate function is activated, the AUTO will appear on the DR/EXP screen.

Press UP or DN to move the cursor to the desired model, and press L – or + R to change the current status into ACT or IHN.



4.1.4.2 Rudder Automatic Dual Rate Setting

Typical dual rate setting is shown as below:

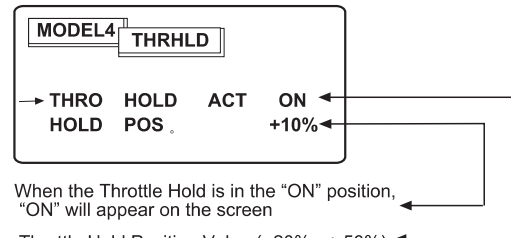
Positions of the dual rate: Position 0 (decreasing the servo travel for hovering flight); Position 1 (maximum servo travel for aerobatic flight). e.g.: the dual rate value at Position 0 is set as 80%, and the dual rate value at Position 1 is set as 100%.

4.1.5 Thrhld and Gear

In the Function Menu, press UP or DN to select the MODEL and access by pressing the ENT key. Then press the UP or DN key to select HLDINV and press the ENT key to enter.

4.1.5.1 Throttle Hold

The purpose of executing “THRHL D (Throttle Hold)” is to offer the pilot with Autorotation Landing protection. Switch THRHL D forward to ON and backward to OFF. The factory setting for the throttle hold is inhibited. It can be activated (ACT) by pressing L – or + R. Once the THRHL D is activated, HOLD Pos (Hold Position) will appear on the screen. That means the throttle is Holden at THIS position. The adjustable range is between – 20% and + 50%.

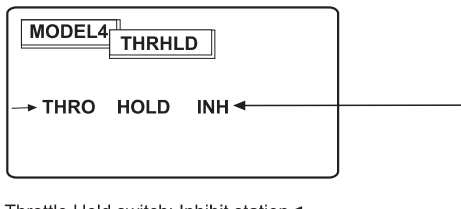


When the Throttle Hold is in the “ON” position, “ON” will appear on the screen

Throttle Hold Position Value (-20% - + 50%)

Adjustment Step

- 1). Start the engine, and leave your helicopter in the ground not to fly. Ensure the throttle stick is at the lowest position. The engine is running at idling speed and main rotor blade cannot rotate.
- 2). Switch the Autorotation Landing switch to ON position. If the flameout of the engine happens, please increase the value of HOLD Pos and repeat Step 1.
- 3). If the engine RPM at idling speed is too fast, please decrease the value of HOLD Pos.
- 4). The adjustment will be finished until no flameout happens and main rotor blades don't rotate.
- 5). If you want to cancel the Throttle Hold function, please alter ACT into INH.



Throttle Hold switch: Inhibit station ←

4.1.5.2 Gear

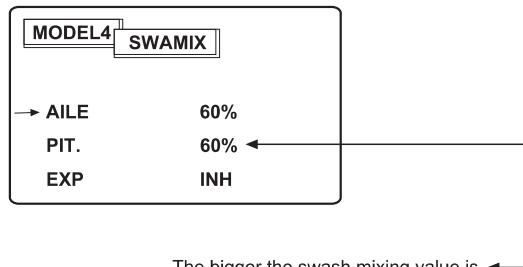
If the locked switch of throttle is the state of ban. The HOLD / GEAR switch is the function of GEAR.

4.1.6 Switch Mixing

In the Function Menu, use UP or DN to select the MODEL and press the ENT key to access its submenu. And then move UP or DN to select SWAMIX and press the ENT key to access. **Note:** The function cannot be experienced unless 2 to 3 servos are previously selected in the SWASH in the Function Menu.

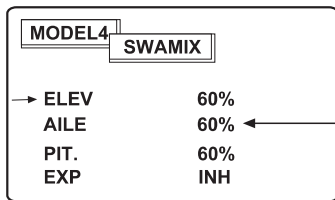
CCPM is a kind of pitch mixing type. Several servos connect to the swashplate and together drive the pitches. Three types of swashplate are available below:

1. **One servo (NORM):** It is the most popular type and is to use one servo to move the pitch. If 1 servo model is selected in the SWASH of the Function Menu, the SWAMIX will be forbidden to enter.
2. **2 Servos (180 degrees):** It uses two servos to move the swashplate to alter the pitch, spaced at 180 degrees.



The bigger the swash mixing value is, the bigger the movement is. ←

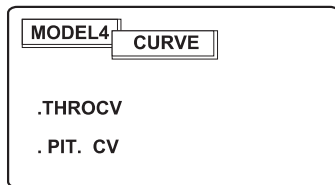
3. 3 servos: This type employs three servos to move the swashplate, spaced at 120 degrees.



The bigger the swash mixing value is, the bigger the movement is.

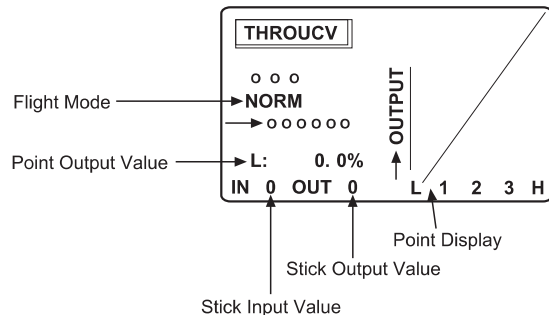
4.1.7 Curve

In the Function Menu, press UP or DN to select the MODEL and access by pressing the ENT key. Then press UP or DN to select the CURVE and enter by pressing the ENT key.



4.1.7.1.0 Throttle Curve

Press UP or DN to select the THROCV



The WK-0703 offers three flight modes: N (Normal, suitable for hovering and static flight), ST-1 and ST-2 (ST-1 and ST-2 are suitable for altitude and aerobatic flights), respectively. Each flight mode is in possession of separate throttle curves with five adjustable points per curve: L (Low, the throttle stick is at the lowest position), Point 1, Point 2, Point 3, and H (High, the throttle stick is at the highest position). Press UP or DN to move the adjustable points, and press L – or + R to alter the setting value. The adjustable range is between 0 and 100%.

4.1.7.1.1 Throttle Trim Setting

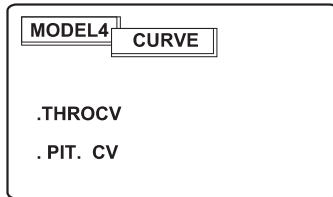
The position of the Throttle Trim Setting is shown in the section of “1.1 Control Identification and Location” on page 2.

The function of the Throttle Trim is to adjust the engine at idling speed to reach stably running state. When adjusting, pull down the throttle stick to the lowest point, and then adjust the Throttle Trim and make the engine stably run at idling speed. The Throttle Trim lever is only active when the flight mode switch is in the normal position.

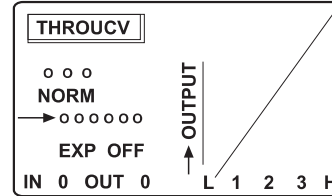
Using the Throttle Trim to adjust engine idling speed is not a good idea. The optimal manner is to keep the Throttle Trim lever at the neutral position and then to adjust the preset value of the throttle and make the engine running at stable idling speed.

4.1.7.1.2 Exponential Throttle Curve Function

In the CURVE submenu, move UP or DN to select the THROCV and access via pressing the ENT key.



Press UP or DN until the current mode EXP OFF or EXP ON is appeared on the screen.



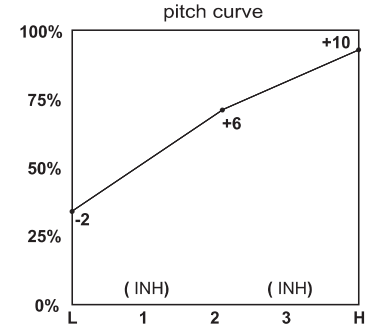
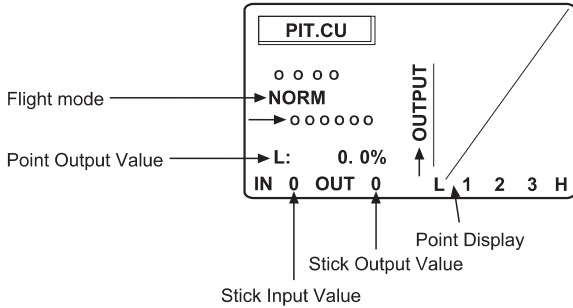
Then press L. - or +. R to change the EXP OFF into EXP ON. the exponential curve is to make the servo smoothly moving.

The WK-0703 throttle curves are selectable to be either straight (LIN, Linear) or curved (EXP, Exponential). The characteristic of the exponential curve is to make the servo smoothly moving.

4.1.7.2.0 Pitch Curve

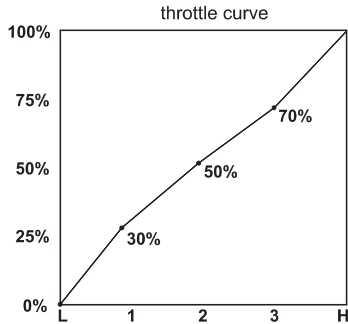
In the Function Menu, press UP or DN to select the MODEL and access by pressing the ENT key. Then press UP or DN to select the CURVE and enter via pressing the ENT key. Press again UP or DN to select the PIT. CV and access by pressing the ENT key.

The method for setting Pitch Curve is very similar to the Throttle Curve. There are four flight modes: N (Normal), ST-1, ST-2, and THRO Hold (Throttle Hold). Every flight mode is in possession of separate pitch curve with 5 adjustable points: L (Low, the throttle stick is at the lowest position), Stunt 1, Stunt 2, Stunt 3, and H (High, the throttle stick is at the highest position). Use UP or DN keys to select Pitch Curve and access by pressing L- or +R. The adjustable range is from 0 to 100%. **Note:** when setting pitch curve for throttle hold, it is necessary for the throttle hold to be active. If the function is inhibited (INH), the throttle hold will be invisible on the screen.

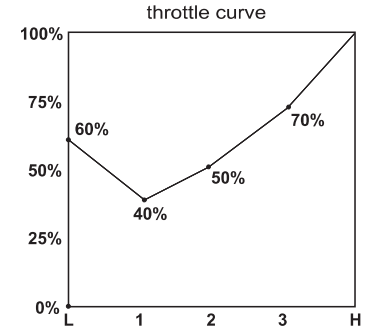


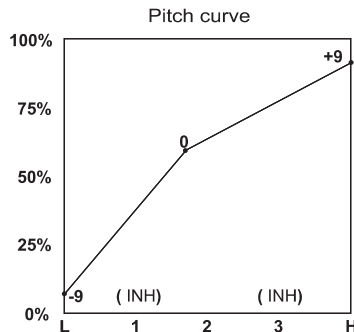
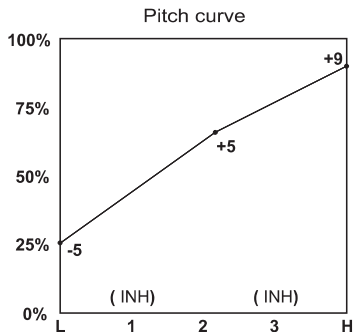
4.1.7.3 Examples of the Throttle Curve and Pitch Curve

The examples of the throttle curve and pitch curve are just used for your reference. Adjustment to the actual flights is a must.



Flight Mode 1



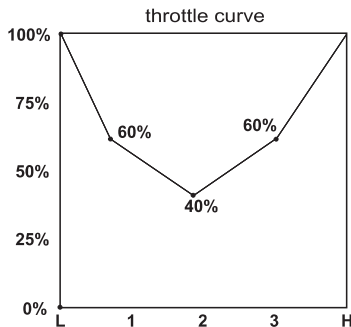


4.1.8 Travel Adjustment

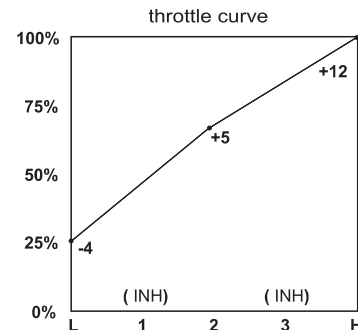
In the MODEL menu, press UP or DN to select the TRVADJ and access by pressing the ENT key.

The purpose of the Travel Adjustment is to offer you precise servo control deflection. The range of the adjustable travel adjustment is from 0 – 150% (0° - 60°). It can be adjusted for the vertical and horizontal directions. All the factory settings are 100%. The settings for the travel adjustment occupy two pages of electronic paper. It can be turned by pressing UP or DN. When adjusting the travel value, please press UP or DN to select the position you desire, and press + R or L – to alter the setting value.

Flight mode 2



Autorotation Landing



MODEL4 TRVADJ		
ELEV	D 100%	U 100%
AILE	L 100%	R 100%
THRO	H 100%	L 100%
→RUDD	L 100%	R 100%

MODEL4 TRVADJ		
GEAR	+ 100%	- 100%
PIT.	H 100%	L 100%
AUX2	+ 100%	- 100%
→AUX3	+ 100%	- 100%

4.1.9.0 Revolution and Acceleration Mixing

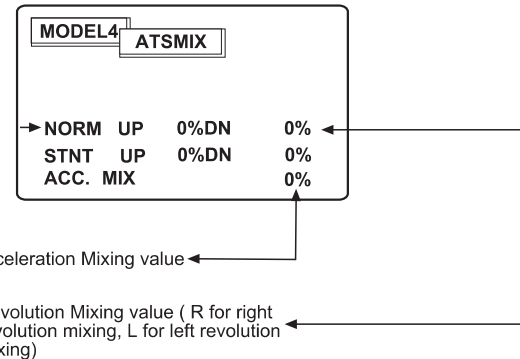
In the MODEL menu, press UP or DN to select the ATSMIX and access by pressing the ENT key.

The Revolution Mixing function mixes tail rotor input with the Throttle/ Collective function to counteract from the main rotor blades. If the function is set properly, the helicopter will not yaw during the process of ascent or descent. Because the changes of the main rotor RPM and the pitch will result in the torque change, the tail rotor pitch should be altered to compensate for the torque. There are two revolution mixing programs in the WK-0703: NORM and STNT. NORM is corresponding with the flight mode Normal, and STNT corresponding with the flight modes of ST-1 and ST-2. Each revolution mixing program offers with two adjustment points: UP and DN. UP is used for the tail rotor compensation for the throttle stick settings from middle to high. DN adjusts the tail rotor compensation for the throttle stick settings from middle to low. L and R show the direction of compensation.

4.1.9.1 Revolution Mixing Setup

The set-up manners below are used for the clockwise main rotor helicopter. The first step is to hover the helicopter in a neutral position with the tail rotor trim and revolution mixing at center. If the helicopter yaws, please adjust the length of the tail rotor ball linkage to a stable hover. Then gradually increase the throttle stick to make the helicopter vertically climb. If the helicopter (with the tail facing the pilot) yaws leftward, please increase the UP value. If the helicopter yaws rightward, please decrease the UP value. Repeat the step until the helicopter doesn't yaw. The second step is to hover the

helicopter at a safe altitude and pull down the throttle stick to the lowest position. During the descending process, if the helicopter yaws rightward, please increase the DN value. If the helicopter yaws leftward, please decrease the DN value. Repeat the step until the helicopter doesn't yaw. When attempting this procedure, throttle stick movement should be slow, and the initial acceleration and deceleration swings should be overlooked.



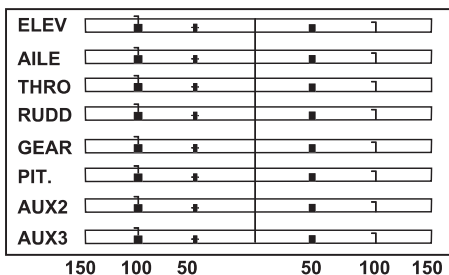
4.1.9.2 Acceleration Mixing

The WK-0703 offers the acceleration mixing function with compensations for the main rotor acceleration or deceleration torque. If quickly or slowly accelerating or decelerating the throttle, the torques from the main rotor is various. Under the help of gyro, the acceleration mixing setting is not necessary. Set the acceleration value at 0.

4.1.10 Servo Output Monitor

In the MODEL menu, press UP or DN to select the MONIT, and access by pressing the ENT key.

The WK-0703 offers the display function to show each servo's operating value. Each bar center displays the neutral position. Left or right dots indicate 50%, 100% and 150%.



5.0 WK-0703 Features

5.1 WK-0703 Features

Function menu of the WK-0703 is simple to understand and easy to set.

The transmitter case is ergonomically designed and the large LCD display is of elegant blue backlight with easy-to-read graphics.

The length or tight & loose can be adjustment using the rocker, and it convenient to change the left & right throttle each other.

The WK-0703 offers 3 flight modes. Each flight mode is capable of free setting and adjusting parameter in order to suit the various requirements for F3C or 3D aerobatic flights.

Adopting the locked ring of self-motion technique, there are six channels choused. Change the channel without changing the crystal.

Eight model memory storage.

Capable of gyro rate adjustment by transmitter, and convenient to hover and fly 3D maneuver.

Adjustable four hot keys facilitate the pilot to enter the set menu.

5.2 Receiver RX 702

Adopt the receiver of self-motion -lock screen, the sensitivity of the receiver is very high, and the anti-jamming is powerful. Take the SCM as CPU. It has powerful parse and there have six channels for choice. Change the channel without changing the crystal.

6.0 Transmitter Specification

Encoder	7-channel micro computer system
Modulation	PCM/PCM
Output Power	≤ 750mW
Current Drain	200mA
Power Source	12x8 NiCad (9.6V 600 mAh) or 1.5Vx8 AA dry batteries
Output Pulse	850 – 2050 Ms (1450 Neutral)

7.0 Receiver Specification:

Type	7-Channel PCM
Sensitivity	0.5 μ V (minimal)
Selectivity	8KZ/50db
Frequency Interval	20KZ
Weight	19g
Dimension	42.5 × 28 × 15.5mm

Antenna Length	1m
Receiver Battery	4.8V 1100mAh

8.0 Charger

Please fully charge the battery packs of the transmitter (if a rechargeable battery pack used) and the receiver before flight. The average charging time is about 12 hours. If the battery pack is brand new, the fully charging time for the first time will reach 15 hours. The WK-0703 original charger offers the transmitter battery pack with 50 - 100mAh current and the receiver battery pack with 120mAh current when charging. Ensure to use the proper charge rate before charging. **Note:** the central pin of the WK-0703 original charger's polarity is positive.

8.1 Charging Method:

Plug the charger into the electrical outlet of your local power and insert the input plug of the adapter into the output end of the charger. While inserting the round pin of the adapter into the charge jack of the transmitter, the TX LED indicator in the adapter will be red; while inserting the battery connector of the receiver in a correct direction into the flat pin of the adapter, the RX LED indicator of the transmitter will be red. During charging, maybe the charger and adapter become warm. This is a normal phenomenon. The voltage shown on the adapter is a little higher than the rated voltage of the battery pack in use. **Note:** When charging, the voltage of the electric supply must be accorded with the nominated voltage of the charger. Pay attention to the polarities when charging. Never use the after-market chargers other than WK-0703 originals to charge.

9.0 Control Stick Adjustment

The length and tension of the control stick are adjustable.

9.1 Control Stick Length Adjustment

To adjust the stick length, use the 1.5 mm Allen Wrench to unlock the set screw, and then turn the wrench clockwise or counterclockwise to adjust the stick length. After the stick length has been adjusted to suit your flying style, tighten the set screw.

9.2 Control Stick Tension Adjustment

Remove the RF module, battery pack and 7 back cover screws, and then remove the transmitter back case. Be careful not to damage or bend the RF module pins. Remove the PCB board (don't touch or break the wires), and adjust each screw for the desired tension (**Note:** clockwise to tighten stick and counterclockwise to loose the stick).

10.0 Neck Strap Usage

There is a Hook on the face of the WK-0703 transmitter. The neck strap can be hooked on the eyelet. The Hook located at the center is helpful to getting the optimal balance of the transmitter.

11.0 Radio Frequency

Both of WK-0703 and receiver utilize manually controlled PLL (phase-locked

loop) to select the frequency points and save your crystal oscillators. There are total 6 frequency points to be selected. **Notice:** never use the same frequency radio equipments with other hobbyists in the same ground.

12.0 Method for Throttle Model Change

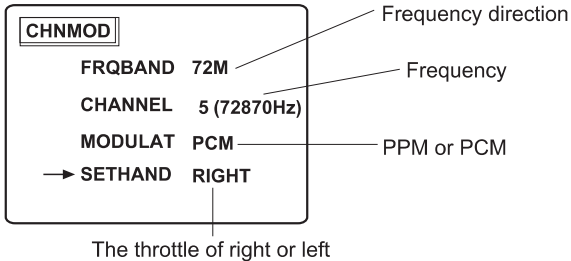
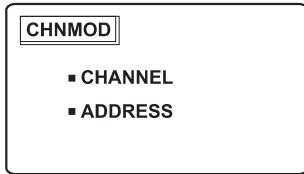
Take out the battery pack and RF module, unscrew these 4 fixing screws on the reverse of your WK-0703, and then remove its cover. **Notice:** don't break any cables inside!



Datum Switch

First press the key of EXT and then press the key of ENT to enter the main Menu. Choose the CHNMOD after pressing the key of UP or DN. After pressed the key of ENT, then press UP or DN to move the cursor to choose the CHANNEL MODULAT. Press the key of ENT and then press UP or DN to move the cursor to choose the CHANNEL. Press L- or +R to choose the necessary frequency; Press the key of UP or DN move the

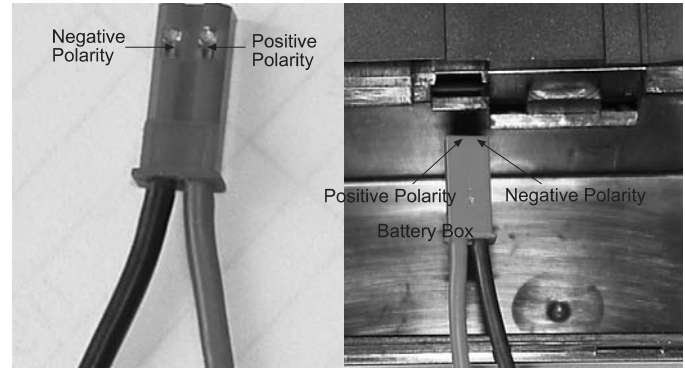
cursor to choose the MODULAT, and then press the key of L. - or +R change into Right or Left, and then Press the key of ENT to save the changed datum.



13.0 Installation Requirement

It is important to correctly mount your radio system in your model. Below are some advices on how to install your WALKERA equipment.

1. Installations of rubber grommets and copper sleeve to isolate the vibration are musts. The mounting screws cannot be over-tightened. Otherwise, the rubber grommets will be distorted and decrease the vibration absorption effect.
2. When mounting the servos, please make sure they can freely move over their whole travel ranges and ensure the control linkages don't touch or impede the movement of the servos.
3. Install various switches far away from the engine tuned pipe and far away from the high vibration area, and ensure all the switches move freely over their whole ranges.
4. When mounting the receiver antenna, please make sure that the main rotor and tail rotor blades or the propellers cannot entangle it.
5. Transmitter Battery Mounting: Please note the polarities when inserting the plugs.





The specifications of the R/C Product may be altered without notice.