

DIP Switches Identification (Fig. 2):

1. **Elevator.** Reverse the direction of elevator servo.
2. **Aileron.** Reverse the direction of aileron servo.
3. **Throttle.** Reverse the throttle stick direction. **Note:** ascertain the throttle stick to work in a correct way before flight.
4. **Rudder.** Reverse the rudder stick direction.

The Factory Default Settings

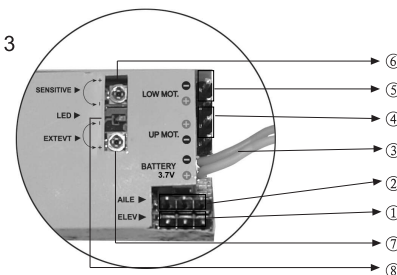
CHANNEL	ON/OFF
1	OFF
2	OFF
3	OFF
4	OFF
5-12	NOT USED

Receiver Identification

Receiver Identification (Fig. 3):

1. **Elevator servo.** Connect to the elevator servo.
2. **Aileron servo.** Connect to the aileron servo.
3. **Power cable.** Connect to the battery.
4. **Front motor.** Connect to the front motor.
5. **Back motor.** Connect to the back motor.
6. **Gyro sensitivity adjustment (SENSITIVE).** Adjust the sensitivity according to the flight performance. Clockwise adjustment increases the sensitivity and counterclockwise adjustment decreases the sensitivity.
7. **Servo extent adjustment (EXTENT).** EXTENT knob is used to set up the servo travel. Clockwise adjustment increases the servo travel, and counterclockwise adjustment decreases the servo travel.
8. **LED.** LED indicates the receiving status. Quick flash means the signal is being received; LED on means the signal has been received; slow flash means the signal fails to be received.

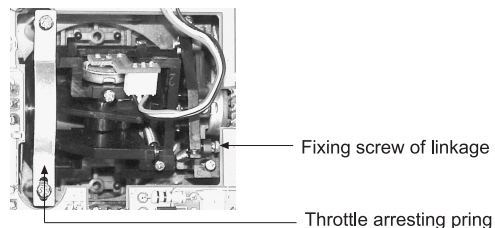
Fig. 3



Switch Between Model I and Model II Throttles

Remove the battery pack and the 4 fixing screws in the back cover of your WK-2401, and take off the back cover (Note: don't break cables inside). Unscrew the fixing screw of linkage using cross screwdriver and fix the linkage of another side using the screw. And then remove the throttle arresting spring to fix in your expecting side. In this way, physical refit has been finished (Fig. 4).

Fig. 4



Flybar Set Assembly

1. Let the location notch of flybar block aim at the flybar, and press the flybar block till the flybar reaches the end of notch; Insert one end of the flybar through hole 1 (Fig. 6-1);
2. Let the location notch of flybar block aim at the inner location mast of flybar block sleeve, and press the flybar block along the inner location mast into the sleeve (Fig. 6-2);
3. Counterclockwise rotate 90° the flybar block sleeve (Fig. 6-2), let the hole 1 of flybar block sleeve aim at the hook of flybar, and then push the flybar block set outside and make the hook completely insert into the hole 2 (Fig. 6-3).

Note: the flybar set will be thrown off at high speed in flying when it is mounted improperly. A serious damage to people or property may be taken place.

Fig. 5

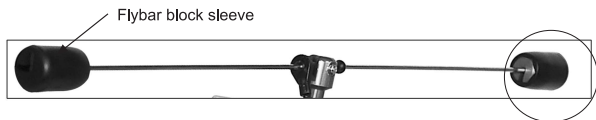
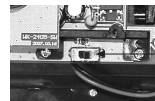
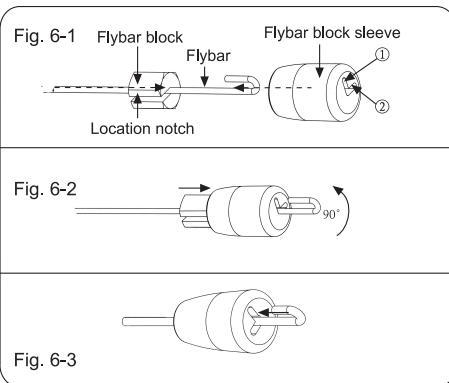


Fig. 4-1



Throttle DIP Switch (switching to left end fits Model I throttle control; switching to right end fits Model II throttle control).



Battery Mounting and Adjustment

- 1. Battery pack mounting.** Place the battery pack in the correct position of your helicopter (Fig. 7).
- 2. CG balance.** Put your helicopter on a horizontal ground and make the flybar perpendicular to the tail truss of your helicopter. Lift your helicopter using your index fingers to support the two sides of flybar, and check the balance. The tail boom should be level with the ground. If it is not, move the battery pack backwards or forwards to balance. Always check the Center of Gravity (CG) with the battery pack and canopy installed (Fig. 8). **Note:** If you can not obtain a level condition, a very small amount of weight may be added the tail.

Swashplate Adjustment

- 1. Swashplate inspection.** Turn on the transmitter. Pull down the throttle stick and throttle trim to the lowest position, and put the elevator trim and aileron trim in the neutral position (MODE I). Then re-connect the power cable of the helicopter to check whether or not the swashplate is in a horizontal level after the reposition of the elevator and aileron servos.
- 2. Swashplate adjustment.** If the swashplate is not horizontal, you can adjust through the following two steps: ① servo and servo bellcrank adjustment. Loosen the servo bellcrank screws and the servo bellcrank and then reconnect the power of the helicopter. Adjust the servo bellcrank to horizontal level after the reposition of the elevator and aileron servos, and then tighten the screws. ② ball linkage 1 adjustment. Adjust the length of the ball linkage 1 to make the swashplate horizontal (Fig.9)

Fig. 7

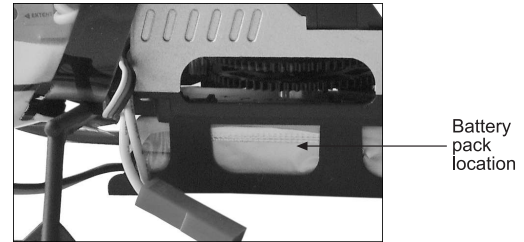


Fig. 8

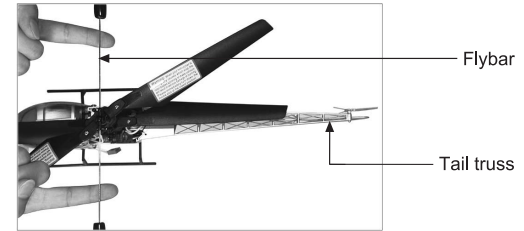
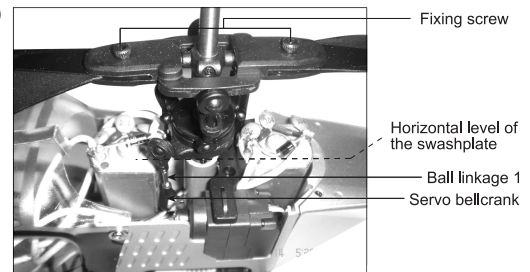


Fig. 9



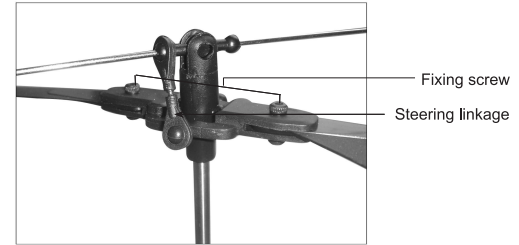
Main Rotor Blade Adjustment

1. **Main rotor blade inspection.** ① check whether the fixing screws of main rotor blade are too loose or tight. ② check the tracking problem.
2. **Main rotor blade adjustment.** ① If the fixing screws are too loose, tighten to some extent; otherwise, unscrew to some extent. ② If there exists tracking problem, adjust long or short the steering linkage (Fig. 10).

Note: when inspecting the main rotor blades, please enter the Adjustment Mode. Below are the detailed adjustment steps:

1. Put the Throttle Stick at the top position.
2. Turn on the transmitter power, plug in your helicopter power, and begin to automatically match the pair code.
3. Enter the Adjustment Mode as well as the pairing code is finished. Put the Throttle Stick at the bottom position, and then the adjustment of the blade tracking is finished. In the Adjustment Mode, please turn off the power of your transmitter and helicopter, and then re-pair code (it is unnecessary to put the Throttle Stick at the top position at this step). Your helicopter is ready to fly now.

Fig. 10



Flight Mode

Normal Mode		(MODE I - EUROPE & AUSTRALIA)	MODE II - NORTH AMERICA		Normal Mode	(MODE I - EUROPE & AUSTRALIA)	MODE II - NORTH AMERICA		
ascending				throttle pushing up	head forward				elevator stick pushing up
descending				throttle pulling down	head backward				elevator stick pulling down
head turning left				rudder stick moving left	helicopter moving left				aileron stick moving left
head turning right				rudder stick moving right	helicopter moving right				aileron stick moving right



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

FCC WARNING

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) this device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

NOTE: The manufacturer is not responsible for and radio or TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user's authority to operate the equipment.