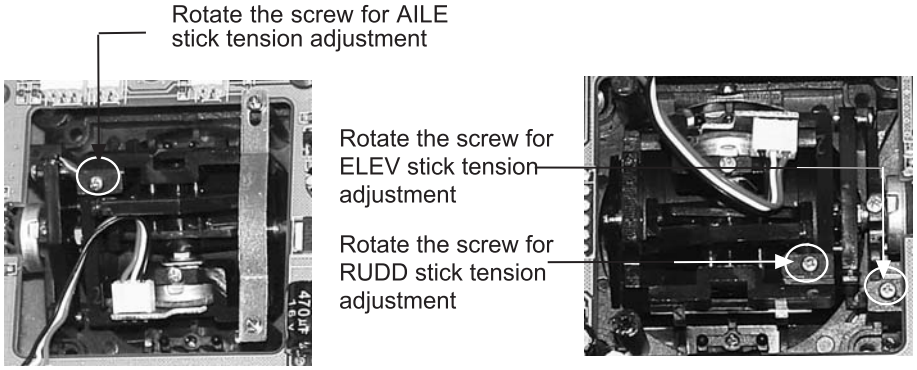
5.4 Stick tension adjustment

A. Stick tention adjustment of right-hand throttle (take MODE 1 as an example)

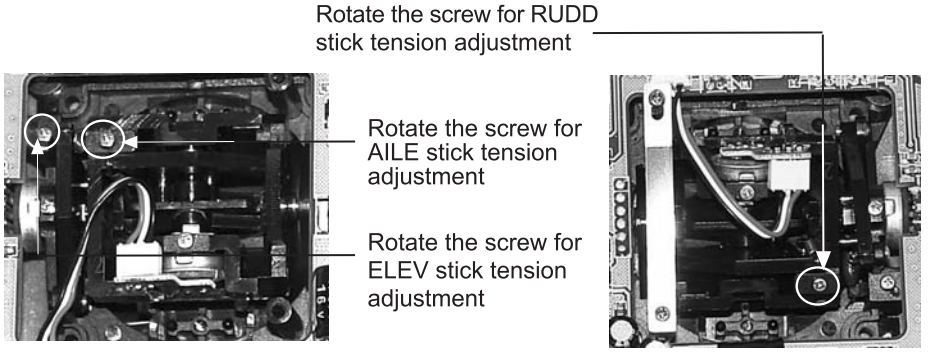
Remove batteries and fixing screws in the cover of WK-2603 and open the cover (don't break wires inside). Use a Phillips screwdriver to rotate the screw which is corresponding to the relative stick shown as the pictures below: clockwise rotation increases the tension and counterclockwise rotation decreases the tension.



Adjustment method of right-hand throttle

B. Stick tention adjustment of left-hand throttle (take MODE 2 as an example)

Remove batteries and fixing screws in the cover of WK-2603 and open the cover (don't break wires inside). Use a Phillips screwdriver to rotate the screw which is corresponding to the relative stick shown as the pictures below: clockwise rotation increases the tension and counterclockwise rotation decreases the tension.



Adjustment method of left-hand throttle

6. 0 Installation Requirements

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

1. Wrap the receiver with 10mm thick foam and fix it with a rubber band or string on your helicopter or plane. It helps protect the receiver.
2. It is necessary for you to use rubber grommets and copper sleeves to isolate the vibration from the main body. The mounting screws cannot be over-tightened. Otherwise, the rubber grommets will be distorted and decrease the vibration absorption effect.

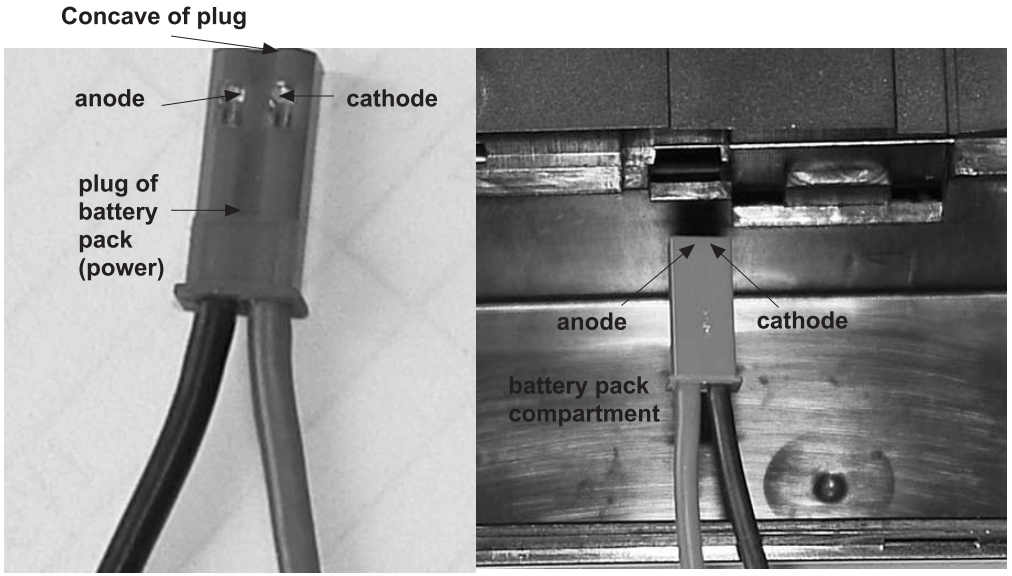
3. When mounting the servos, make sure the servos' bellcranks can move freely over their whole travel range and ensure the control linkages don't touch or impede the movement of the servos.

4. If installing various switches, keep them far away from the engine tuned pipe and high vibration sources. Ensure all the switches move freely over their whole range.

5. Don't make the receiver antennas wrapped or parallel.

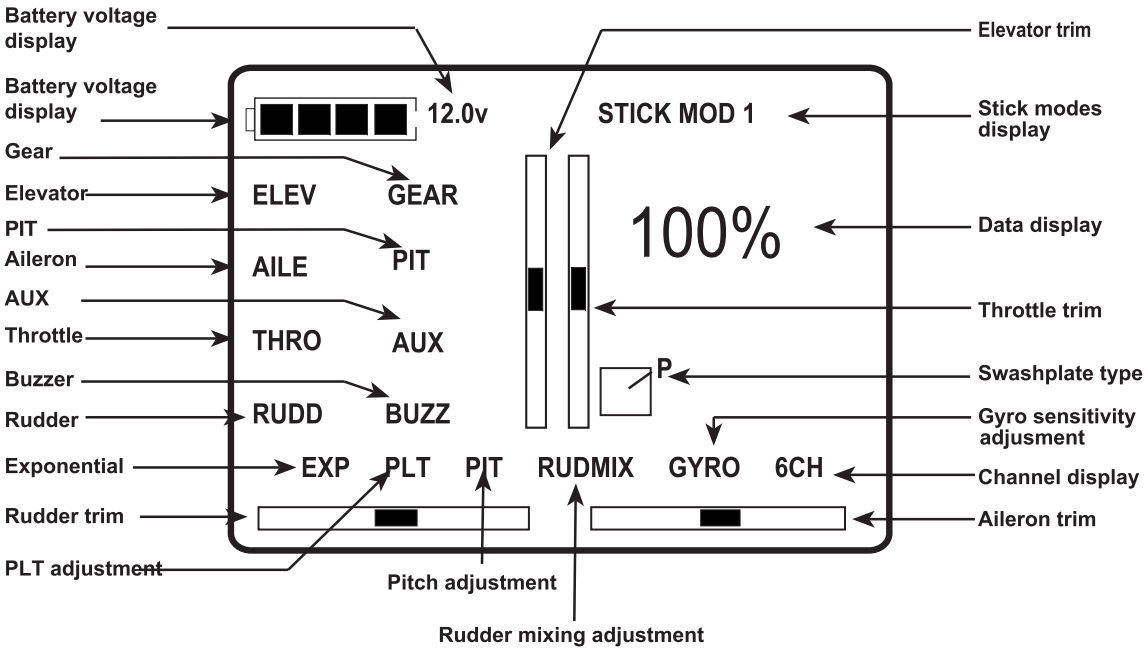
6. Mount the transmitter battery pack as the following picture:

When inserting the plug of battery pack, aim the concave of the plug at the concave of socket.



Party two: Function Setup

1. 0 Main Menu



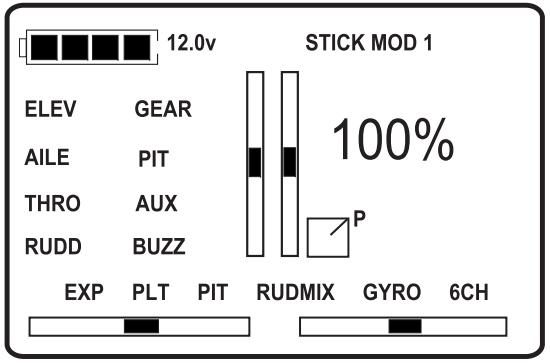
When turning on the transmitter power, ID-binding alarm will buzz once, and 4 trims bars begin to make stream-like movements. After the ID binding is finished, the ID-binding alarm will buzz once again, and 4 trim bars stream-like movements stops, instead opening screen appears.

2. 0 Swashplate type

Press ENT to flash both the SICK MOD and its current status of stick (any one number from 1 throgh 4). That means the setting status is entered. Press UP or DN to flash the swashplate type, and then press R or L to choose the desired swashplate type. Press ENT to confirm and then press EXT to exit. The swashplate type graphics respectively shows: 1 servo (NORM), 3 servos (120° E-P-A), and 3 servos (120° P-E-A).

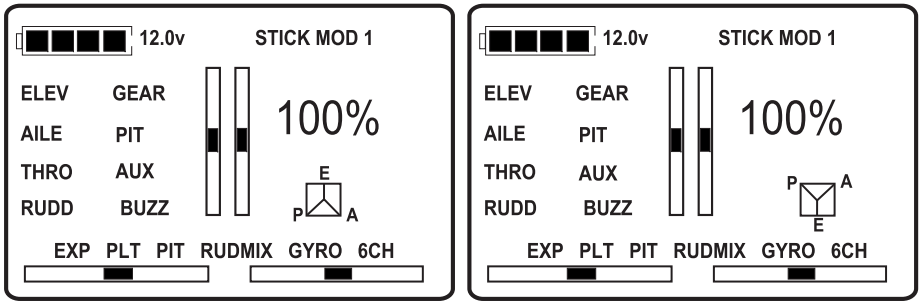
1. 1 servo

This is the commonest type which uses one servo to drive the pitch.



3. 3 servos

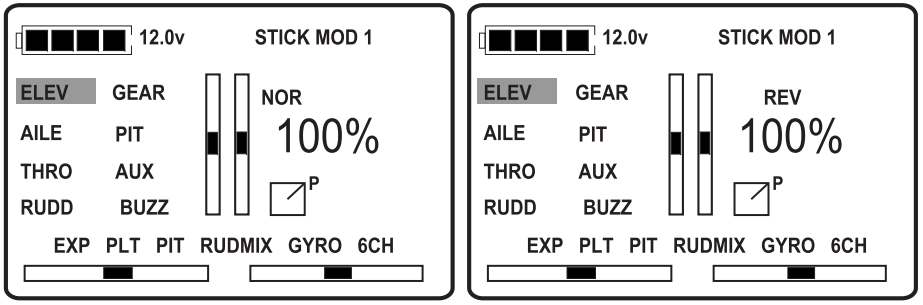
3 servos are used to run CCPM mode (cyclic-collective-pitch-mixing mode). It utilizes three servos to operate the swashplate in the form of mixing manner to control over the functions of aileron, elevator and pitch CCPM is the most popular control manner at present because the transmission structure is simplest and coordinated operation of three servos relieves the servos' load.



3. 0 Channel reverse setup

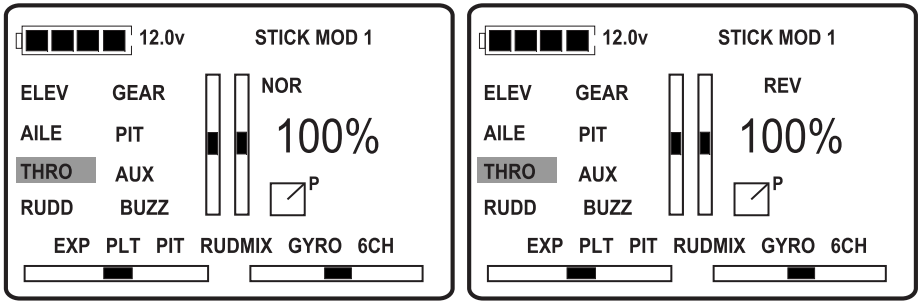
ELEV reverse setup

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to ELEV, and both the ELEV and the current status NOR or REV flashing. If want to make reverse, press R or L to let REV or NOR flashing, and then press ENT to confirm. Press EXT to exit and save.



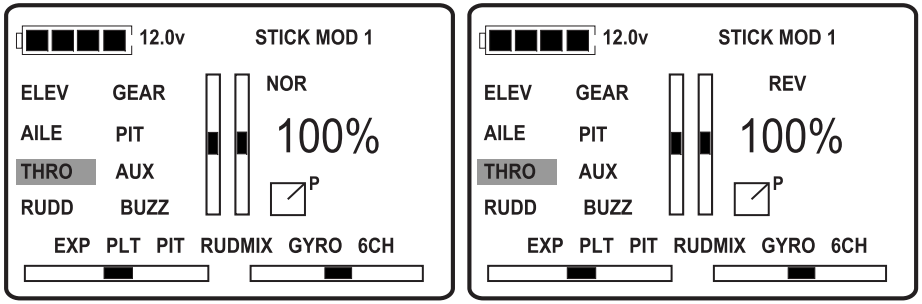
AILE reverse setup

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to AILE, and both the AILE and the current status NOR or REV flashing. If want to make reverse, press R or L to let REV or NOR flashing, and then press ENT to confirm. Press EXT to exit and save.



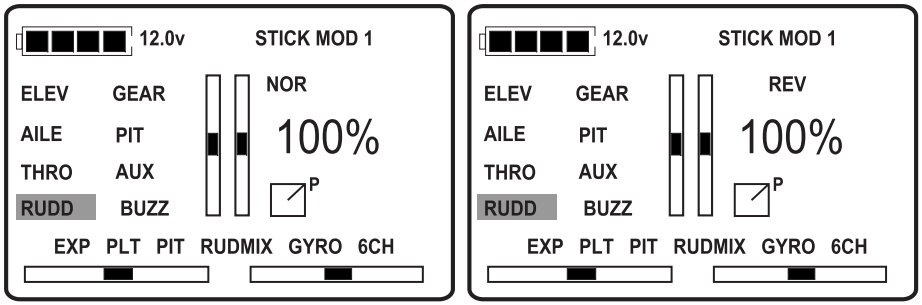
THRO reverse setup

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to THRO, and both the THRO and the current status NOR or REV flashing. If want to make reverse, press R or L to let REV or NOR flashing, and then press ENT to confirm. Press EXT to exit and save.



RUDD reverse setup

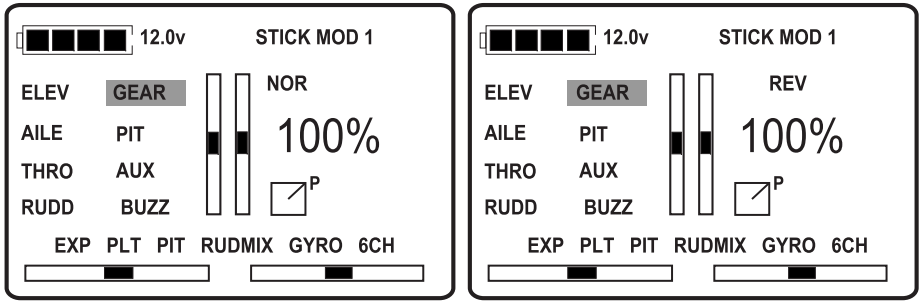
Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to RUDD, and both the RUDD and the current status NOR or REV flashing. If want to make reverse, press R or L to let REV or NOR flashing, and then press ENT to confirm. Press EXT to exit and save.



GEAR reverse setup

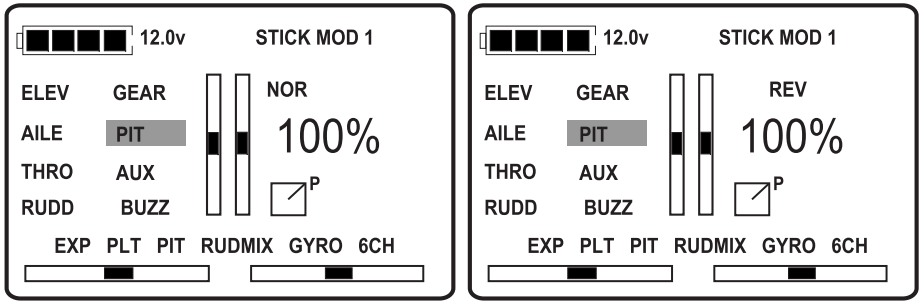
Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered.

Press UP or DN to GEAR, and both the GEAR and the current status NOR or REV flashing. If want to make reverse, press R or L to let REV or NOR flashing, and then press ENT to confirm. Press EXT to exit and save.



PIT reverse setup

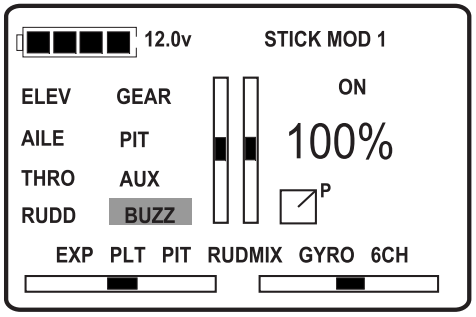
Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to PIT, and both the PIT and the current status NOR or REV flashing. If want to make reverse, press R or L to let REV or NOR flashing, and then press ENT to confirm. Press EXT to exit and save.

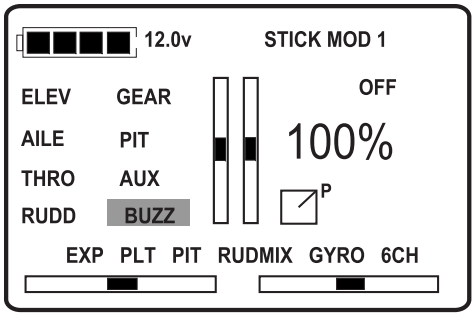


4.0 Buzzer setup

The buzzer setup includes two status: ON or OFF. Below is the setting method:

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to BUZZ, and both the BUZZ and the current status ON or OFF flashing. If want to make reverse, press R or L to let ON or OFF flashing, and then press ENT to confirm. Press EXT to exit and save.





5.0 Exponential function

The knobs of V1 and V2 of WK-2603 correspond respectively to the following functions:

	Functions
V1	Throttle curve, PIT, gyro sensitivity
V2	Servo exponential, PLT, rudder mixing

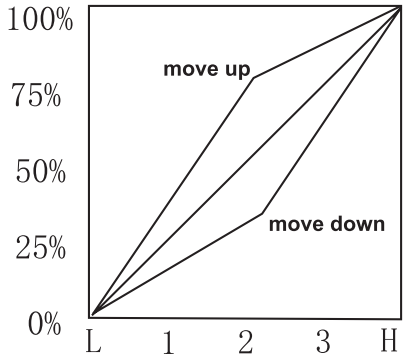
5.1 Throttle curve and servo exponential function

The throttle curve and servo exponential function can be respectively adjusted via the V1 and V2 knobs on the panel of WK-2603. The method is shown as below:

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to EXP, and both the EXP and the current status OFF flashing. If want to adjust the throttle curve and servo exponential, press R or L to let OFF become a flashing ON. Rotate V1 knob to adjust the throttle curve and rotate V2 to adjust the servo exponential parameter. That the knobs V1 and/ or V2 aim at the central point (the printed character(s) V1 and/ or V2 on the panel), respectively, stands for a linear relationship.

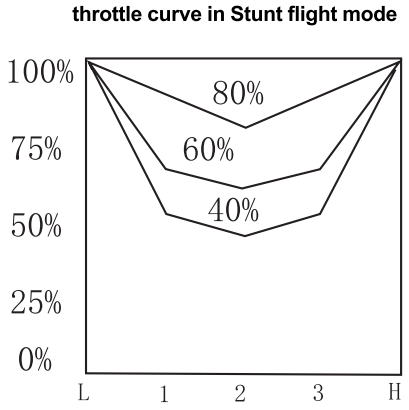
5.1.1 Adjustment for normal throttle curve

Switch the Flight mode to Normal from Stunt. To rotate V1 toward “+” is to move up the central point of throttle curve up to a maximum range of 80%; to rotate V2 toward “-” is to move down the central point of throttle curve up to a maximum range of 40%. The knob V1 aiming at the central point is a linear relationship. It is shown as the following picture:



5.1.2 Adjustment for stunt throttle curve

Switch the Flight mode to Stunt from Normal. When the knob V1 aims at the central point, the curve is a V shape and the throttle central point is at 60%. To rotate V1 toward “+” is to move up the central point of throttle curve up to a maximum range of 80%. To rotate V1 toward “-” is to move down the central point of throttle curve up to a maximum range of 40%. It is shown as the following picture.



5.1.3 Adjustment for servo exponential

To rotate V2 aiming at the central point is a linear relationship (Fig. 1). If rotating V2 toward “+” , the servo curve is changed in the form of exponential (Fig. 2). If rotating V2 toward “-”, the servo curve is changed in the form of exponential (Fig. 3).

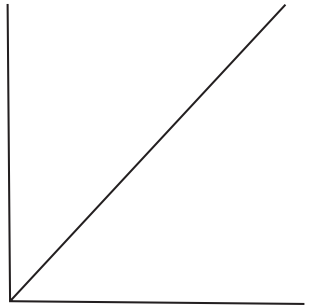


Fig.1

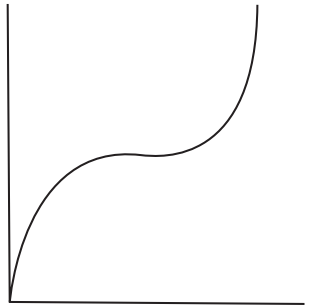


Fig.2

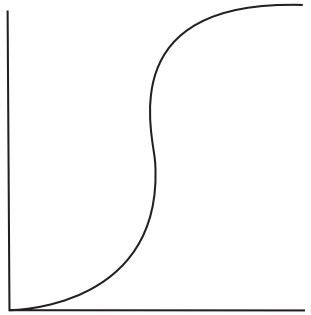
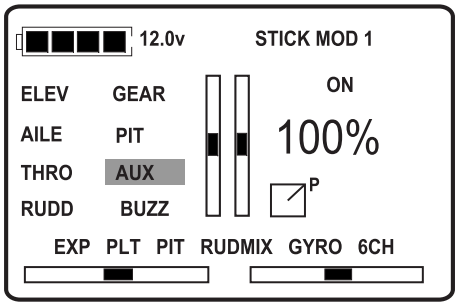


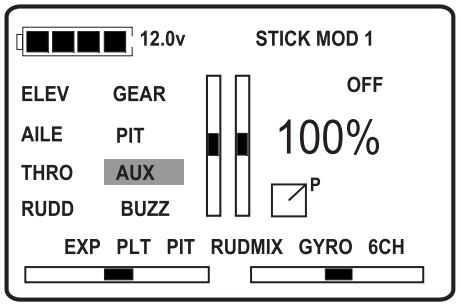
Fig.3

When the adjustment is finished, press ENT to confirm, and then press R or L to make ON become a flashing OFF. Then press ENT to confirm and lock the knob. Press EXT to exit.

5.1.4 Compatibility setting for exponential function

When flying Walkera-series helicopters without EXP function, refer to the following setting method to make all ELEV, AILE and RUDD experience EXP function:





Press ENT and both STICK MOD and its current status of stick (any one number of 1 through 4) are flashing. That means the setting status is entered. Press UP or DN to flash both AUX and its current status OFF. If want to set the exponential parameters, press R or L to let ON flashing from OFF. Rotating V_2 toward "-" features the exponential curve as in Fig. 2. Rotating V_2 toward "+" features the exponential curve as in Fig. 3. Aiming V2 at the central point features a linear relationship as in Fig. 1. When setting finished, press R or L to change the flashing ON into a flashing OFF to lock the set parameters and then press EXT to exit.

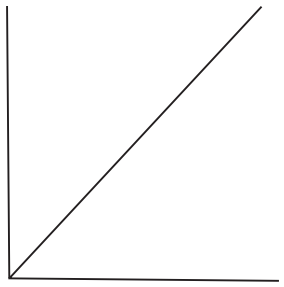


Fig.1

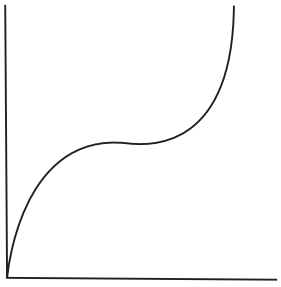


Fig.2

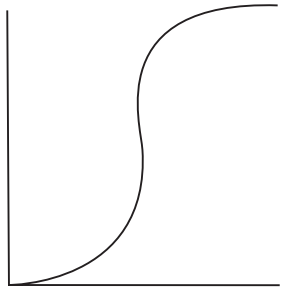


Fig.3

6.0 PIT adjustment

There are adjustments to PIT (Pitch) and PLT (pitch servo travel adjustment) in WK-2603, whose parameters can be adjusted and then locked. The method is shown as below:

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to PLT/ PIT, and both the PLT/ PIT and the current status OFF flashing. If want to set PIT and PLT, press R or L to make OFF become a flashing ON. Rotate V1 for the adjustment of the PIT parameter, and V2 for PLT.

6.1 PIT adjustment

To rotate V1 toward "+" is to increase the pitch value; to rotate V1 toward "-" is to decrease the pitch value.

6.2 PLT adjustment

To rotate V2 toward "+" is to increase the PLT value; to rotate V2 toward "-" is to decrease the PLT value.

When the adjustment is finished, press ENT to confirm, and then press R or L to make ON become a flashing OFF. Then press ENT to confirm and lock the knob. Press EXT to exit.

7.0 Adjustment of gyro sensitivity and rudder mixing

7.1 Direction adjustment of rudder mixing

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to RUDMIX, and both the RUDMIX and the current status NOR or REV are flashing. If want to set RUDMIX, press R or L to make NOR or REV flashing. Press ENT to confirm and then press EXT to exit.

7.2 Adjustment of gyro sensitivity and rudder mixing

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered. Press UP or DN to RUDDMIX GYRO, and both the RUDDMIX GYRO and the current status OFF are flashing. If want to set the gyro sensitivity and the rudder mixing, press R or L to make OFF become a flashing ON. To rotate V1 is to adjust the gyro sensitivity, and to rotate V2 is to adjust the rudder mixing.

7.2.1 Adjustment of gyro sensitivity

V1 is used for the adjustment of gyro sensitivity. When V1 aims at the central point, the gyro sensitivity is 0%. Rotating V1 toward “-” is the gyro sensitivity at NOR mode, whos adjustable range is 0 - 100%;

Rotating V1 toward “+” is the gyro sensitivity at LOCK mode, whose adjustable range is 0 – 100%. The concrete value of gyro sensitivity depends on the aircraft you are flying. The experienced value is 70-80% for hover flight, and 60-70% for stunt flight. It is recommended to use LOCK mode in flight.

7.2.2 Adjustment of rudder sensitivity

V2 is used for the adjustment of rudder mixing. When V2 aims at the central point, the rudder mixing value is 40%. To rotate V2 toward “+” is to increase the rudder mixing value, whose maximum adjustable range is up to 80%；

To rotate V2 toward “-” is to decrease the rudder mixing value, whose maximum adjustable range is up to 0%.

When the adjustment is finished, press ENT to confirm, and then press R or L to make ON become a flashing OFF. Then press ENT to confirm and lock the knob. Press EXT to exit.

7.3 Dual Rate (D/R)

Dual Rate is the ability to alter the travel rate of a servo from a switch. When push D/R switch forward, the travel rate of servo (ELEV/AILE/RUDD) is 100%. When pull it back, the travel rate is 50%. This function is favorated by beginners.

7.4 Throttle limited height switch

Throttle limited height is to limite the range of the throttle curve by transmitter A switch, When A swictch turn to the "0" position, throttle curve is the normal mode.(see 5.1throttle curve adjustment); When A swictch turn to the "1" position, throttle curve is the Limited height mode. this mode is for the beginners,Below is the adjustment way; When A switch trun to "1" position, the knob V1 is turn towards "+",the minimun range for throttle curve is 30%, the knob V1 is turn towards "+",the maximun range for throttle curve is 80%.. When knob V1 trun to"-" position, then push the throttle stick to the top slowly, and according to the flight height (suggestionheight: 1metre flight height), turn the knob V1 properly towards "+" to the best position.

8.0 Setting for compatibility

WK-2603 can be compatible with all the 4-channel radios WK-2401 and WK-2402, and 6-channel radio WK-2601. the setting method is shown below:

Press ENT to flash both STICK MOD and its current status of stick (any one number of 1 through 4). That means the setting status is entered.

Press UP or DN to flash 6CH. If want to be compatible with WK-2401 and WK-2402, press R or L to make 6CH become a flashing 4CH. When the setting is finished, press ENT to confirm and then press EXT to exit.

WK-2603 will make alarm and stop emitting any signals and enters protective status if the flight mode is at the position 1 when turning on the transmitter. Switch the flight mode to N to relieve the protective status.

8.1 Flight mode

If want to fly in normal mode, just switch the flight mode to the position of N; if want to fly in stunt mode, just switch to the position of 1.

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.

WALKERA

R/C WALKERA PRODUCT

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