

Super **M-zechs**

**INSTRUCTION
MANUAL**



SANWA

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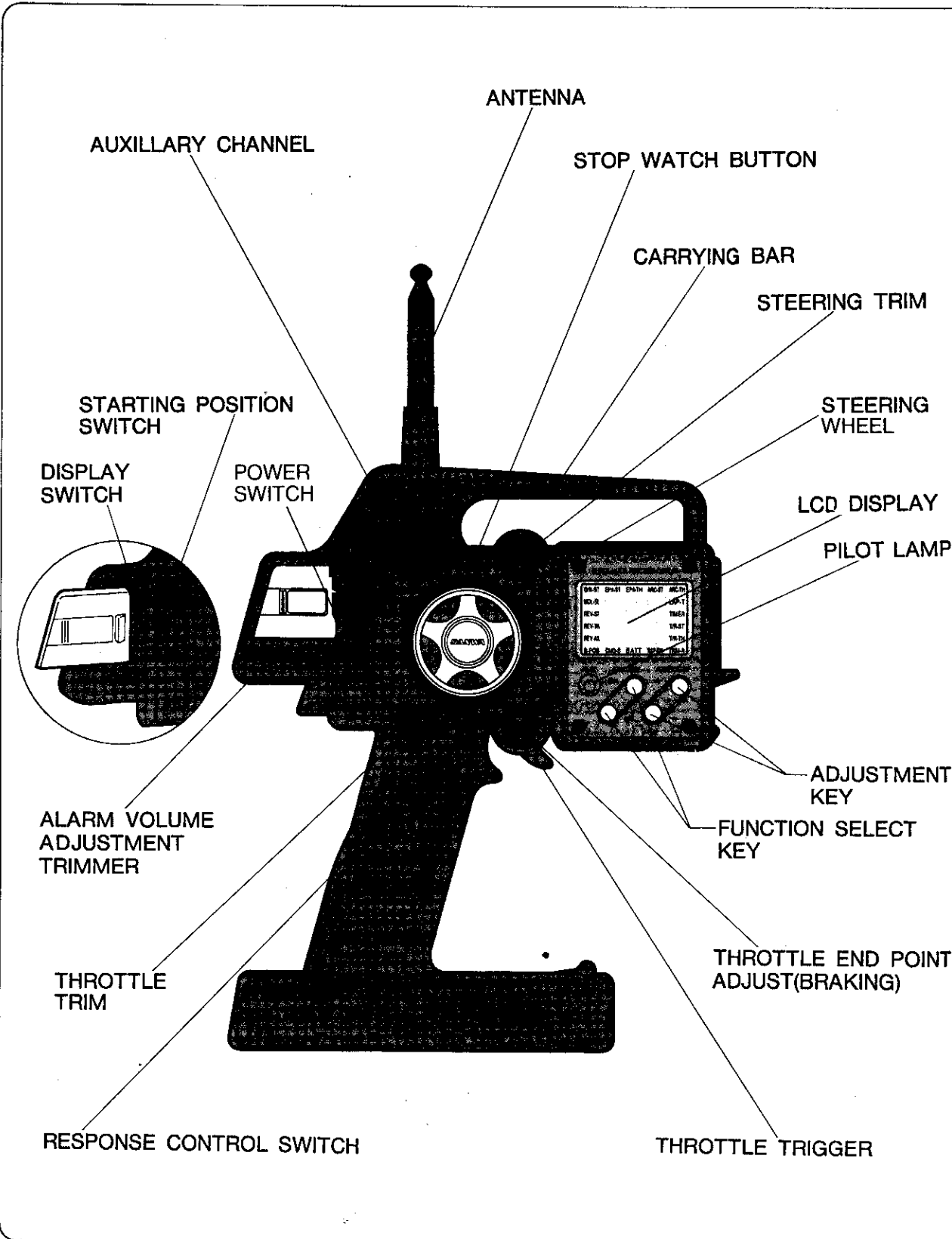
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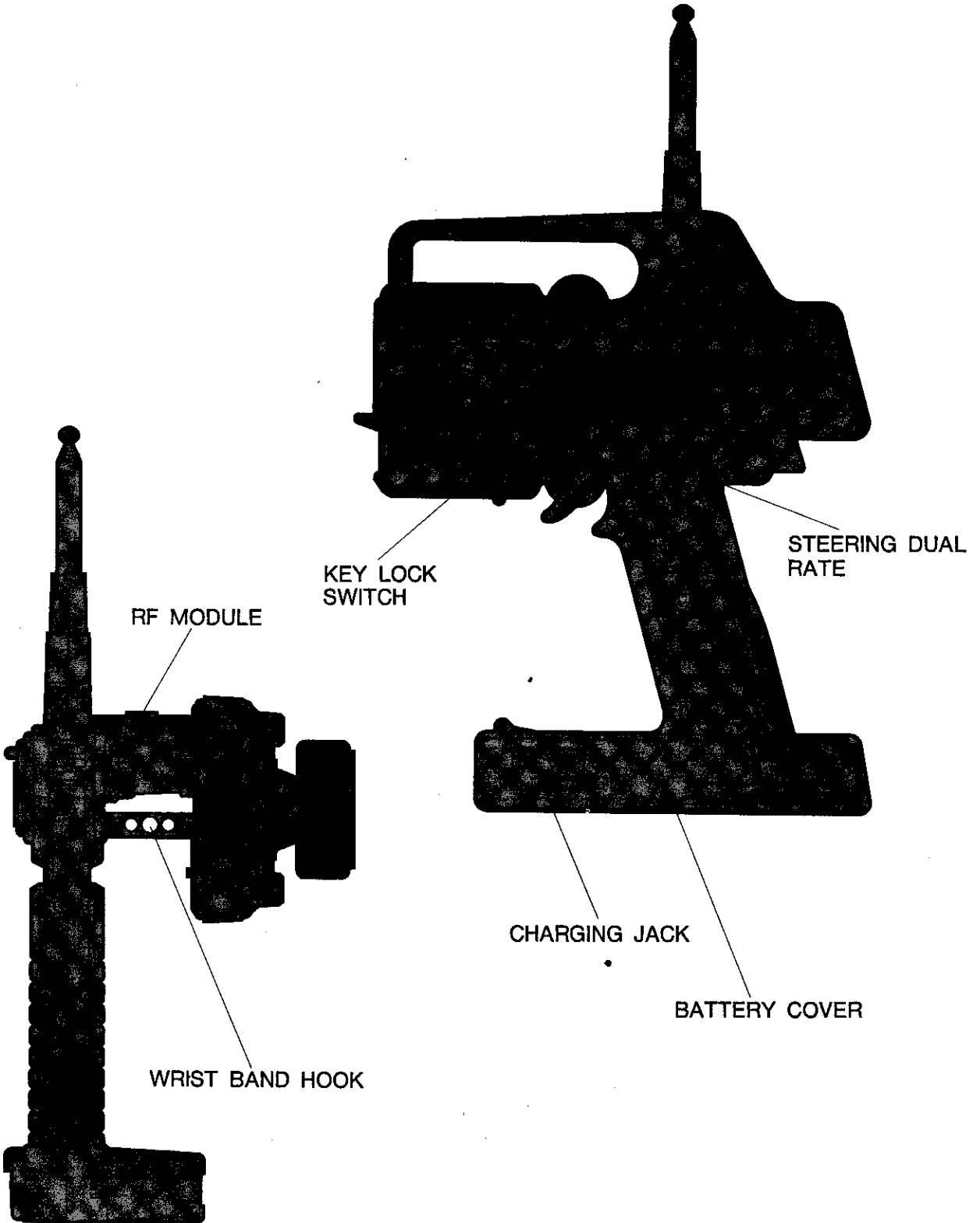
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TRANSMITTER:

- **SUPER QUICK RESPONSE SYSTEM** : Data processing speed after A/D conversion has been cut to 1/4 that of former radios.
- **FM COMPUTER SYSTEM** : Real time Servo-response with no delay.
- **DATA MEMORY** : 3 kinds of data memory are available in response to settings.
- **ONE TOUCH TRIM MEMORY** : Trim positions of steering and throttle can be memorized.
- **ADVANCED AND HIGHER POTENTIAL ERGONOMICS** : Well balanced design with coaxial wheel and grip.
- **DIAL TRIM CENTRALIZED DISPOSITION DESIGN**
- **INTERCHANGEABLE DRIVING POSITION** : Transmitter can be changed so it can be operated by either the left or the right hand.
- **ADJUSTABLE RATE CONTROL** : Characteristics of steering and throttle can be adjusted freely from mild to quick.
- **STEERING DUAL RATE** : Even during a race, the amount of throw of the steering servo can be easily adjusted by the dial in the grip.
- **END POINT ADJUSTMENT** : Adjustments of amounts of hi-brake of the throttle and left/right steering can be adjusted independently.
- **STARTING POSITION SWITCH** : Idle-up at engine start of engine powered cars can be done just by one switch.
- **KEY-LOCK** : Protects important data from elimination.
- **MODEL SELECT** : Three different setups can be programmed.
- **STOP-WATCH WITH ALARM** : It is useful for lap-time computation, fuel-measurement and training.
- **DISPLAY SWITCH** : Allows the setting of functions on the display without transmitting RF.
- **DIRECT SERVO CONTROL** : Allows the modeler to adjust the linkage of R/C car without transmitting RF.
- **REVERSE SWITCH** : Allows reversal of the servo direction.
- **DISPLAY OF POWER VOLTAGE** : The supplied voltage is displayed digitally, ranging from 8 to 13.1V at 0.1V increments.
- **COMMAND SIGNAL ON-OFF SWITCH** : Provides the capability to switch the input signal beeper either OFF or to ON when ever a key is pressed.
- **BATTERY ALARM** : An audible low voltage alarm is included in the transmitter.
- **WHEEL TENSION** : Adjusts tension of steering wheel.
- **INTERCHANGEABLE MODULE SYSTEM** : Frequency can be changed from the 27 MHz to the 40 MHz band.
- **CARTRIDGE BATTERY** : Provides an instant replacement of batteries, when the optional TX NiCd is used.
- **RESPONSE CONTROL SWITCH** : You can change the system response to Quick, Normal, or Mild according to the car condition and the track condition.
- **TRIM RATE ADJUST** : You can adjust the amount of trim travel for steering and throttle channels.
- **ALARM VOLUME ADJUSTMENT** : You can adjust the volume of alarm sound.

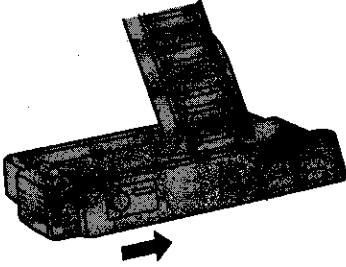
TRANSMITTER:



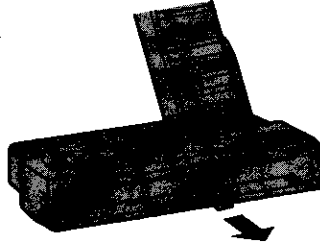


METHOD OF REPLACING BATTERIES

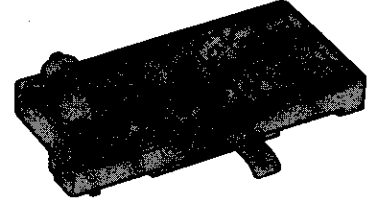
1 Remove the battery cover by sliding to the direction as shown.



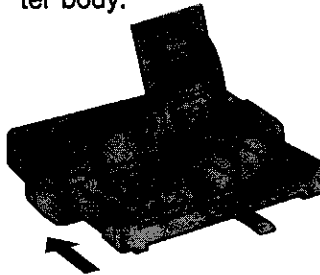
2 Pull the ribbon to take the dry battery cartridge out.



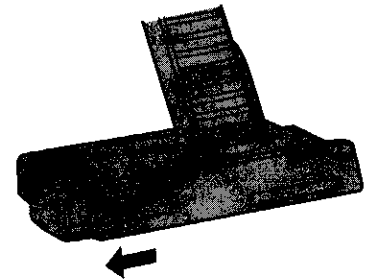
3 Lay batteries on mounting plate as shown. Observe polarity.



4 Insert the dry battery cartridge into the transmitter body.



5 Install the battery cover in place.



LOW VOLTAGE ALARM. CHECK POLARITY. DO NOT USE INDIVIDUAL NiCd'S



Note:

- A low battery voltage audio alarm is incorporated into the Super M-zechs transmitter which will sound when the transmitter voltage drops to a predetermined level (9.1 volts). If the alarm sounds operation should be discontinued and the battery pack exchanged or recharged.
- Pay attention to the polarity (+, -) When installing dry batteries.
- Charge NiCd battery with SANWA genuine charger. Charging with other chargers may be the cause of shorter battery life and ineffective charging.
- When charging be sure to switch OFF the transmitter, receiver, and electronic speed control.
- Never use individual NiCd cells in the dry battery cartridge because it can cause a malfunction due to bad contacts.

RX BATTERY

- Use 5N-500AA for the power source to the engine-car, boat transmitter.
- Share the power-battery for the power source to the electric-car transmitter of two-way power source.

1 Charge the NiCd battery for engine-car with the SANWA genuine charger.

2 The initial charging requires 10 hours. Subsequent charge time should be 8-10 hours.

	CHARGING AFTER LONG INTERVAL AND INITIAL CHARGING	SECOND CHARGING
OPTION TX NICAD 8H-700AA	16H	10H
RX NICAD 5N-500AA	10H	8H

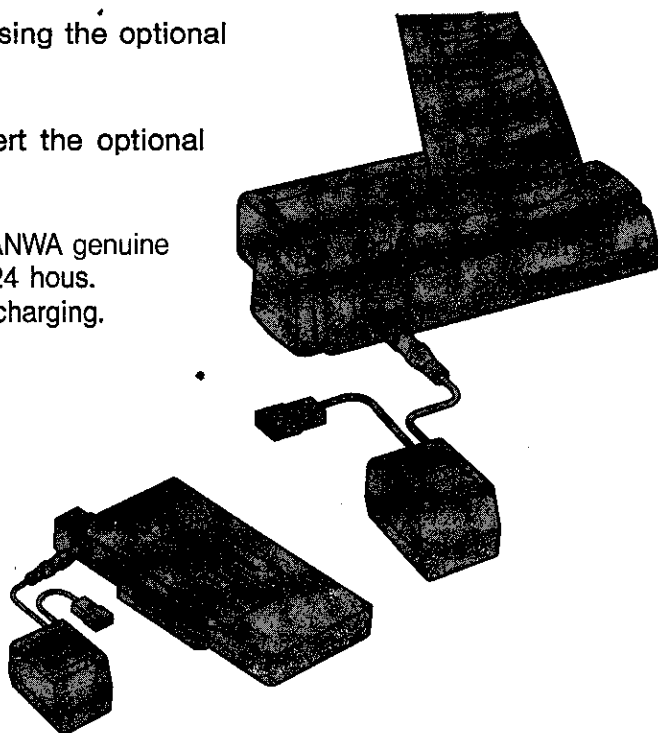
OPTIONAL TX NiCd BATTERY

Follow the instructions below when using the optional TX NiCd battery.

1 Take the dry battery out and insert the optional TX NiCd battery in its place.

2 Be sure to charge the battery with SANWA genuine charger. The initial charging requires 24 hours. 10 hours are required for subsequent charging.

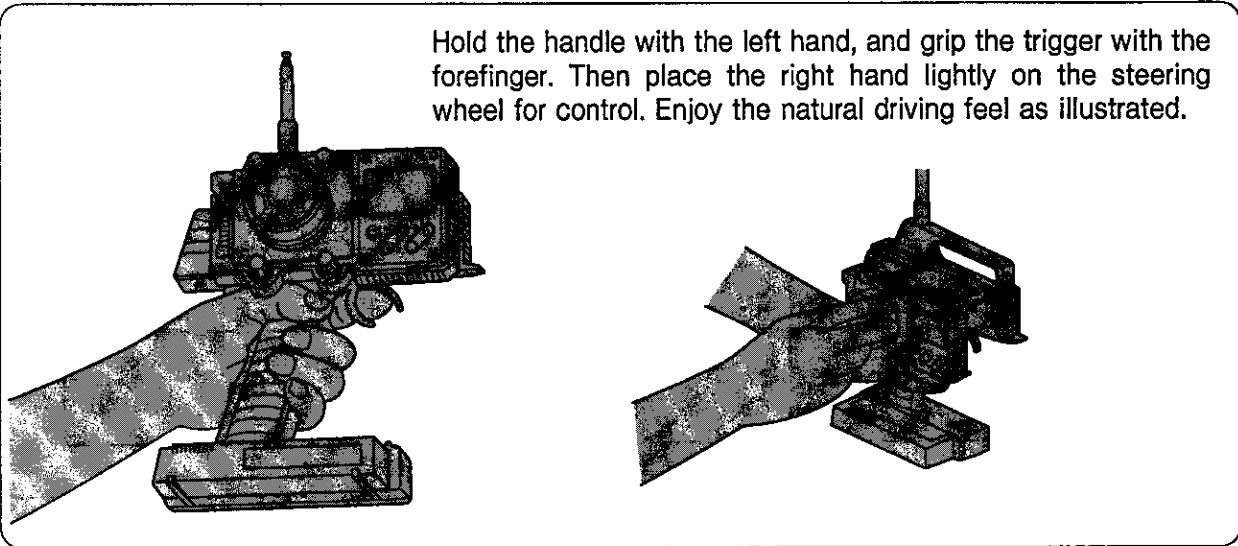
3 The Separate transmitter Nicad package is available and can be rechargeable separately from the transmitter unit.



DRIVING POSITION

The transmitter features an all new transmitter case design, ergonomically configured for proper balance and comfort with ease of data input. It has a changeover mechanism for right or left hand driving position regardless of one's dominant hand.

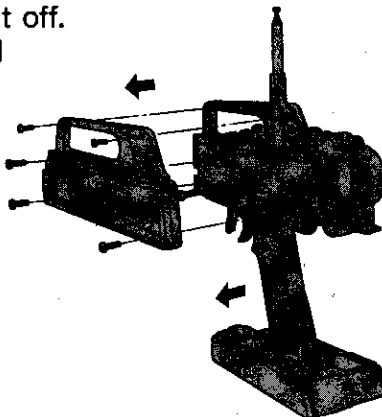
HOW TO HOLD THE TRANSMITTER



HOW TO CHANGE LEFT AND RIGHT OF DRIVING POSITION

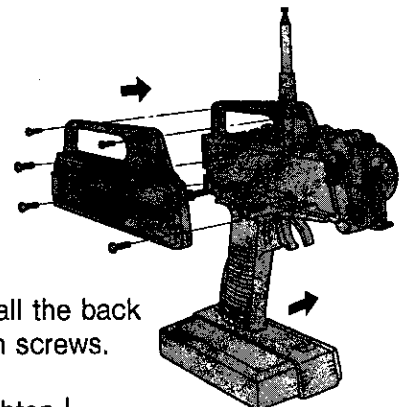
1 First remove the transmitter battery. Then remove the 7 screws from the back lid of the transmitter and take the lid off.

2 Remove the 3 screws that attach the handle and take it off. Be careful not to put excessive pressure on the wires.



3 Rotate and install the handle as illustrated. Be careful!

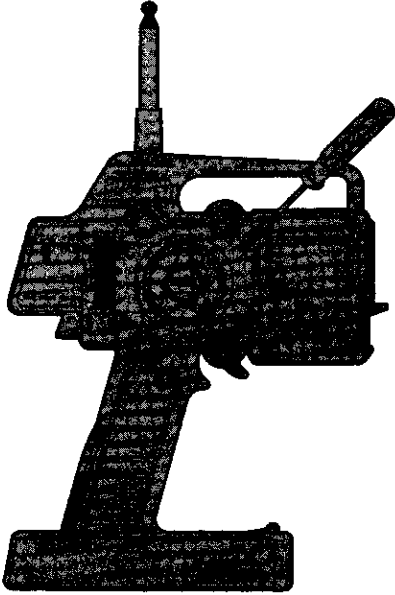
4 Reinstall the two screws to hold the handle in place.



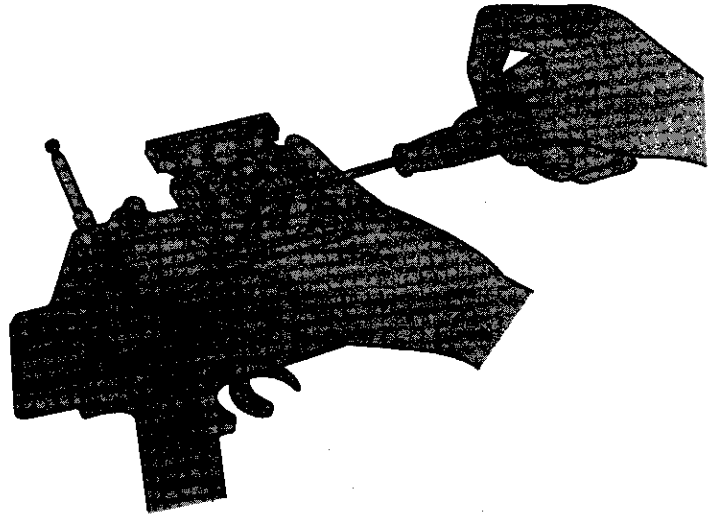
5 Reinstall the back lid with screws. Do not overtighten!

ADJUSTMENT OF WHEEL TENSION ADJUSTER

1 First remove the transmitter battery, then remove the 4 screws with a hexagonal driver as illustrated and take the wheel section away.

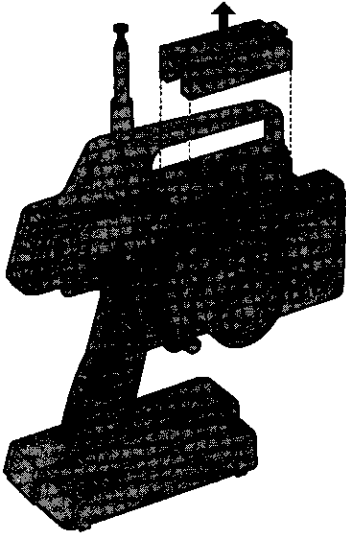


2 Adjust the degree of tension screw with a phillips screw driver.

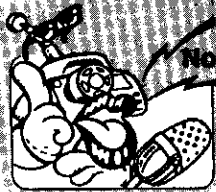


3 Install the wheel section in place, being careful not to overtighten the screws.

METHOD OF REPLACING TX CRYSTALS



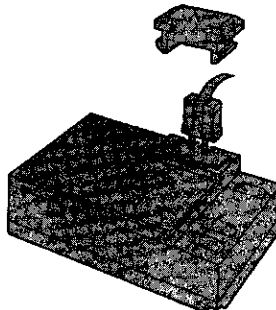
- 1** Remove RF module from the Super M-zechs body.
- 2** Remove the crystal from the RF module and insert the one desired instead.
- 3** Insert the RF module into the transmitter body, being careful to align the pins into the RF socket.



- Note:**
- RF module is exclusive to the Super M-zechs, so it is not interchangeable with other RF modules.
 - RF module should be installed firmly. Improper attachment may cause malfunction. See that it is stable.
 - Change the channel indicator on the transmitter every time the channel is exchanged.
 - Match the crystals of both the transmitter and the receiver by checking their channel number or frequency.

METHOD OF REPLACING RX CRYSTALS

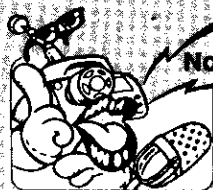
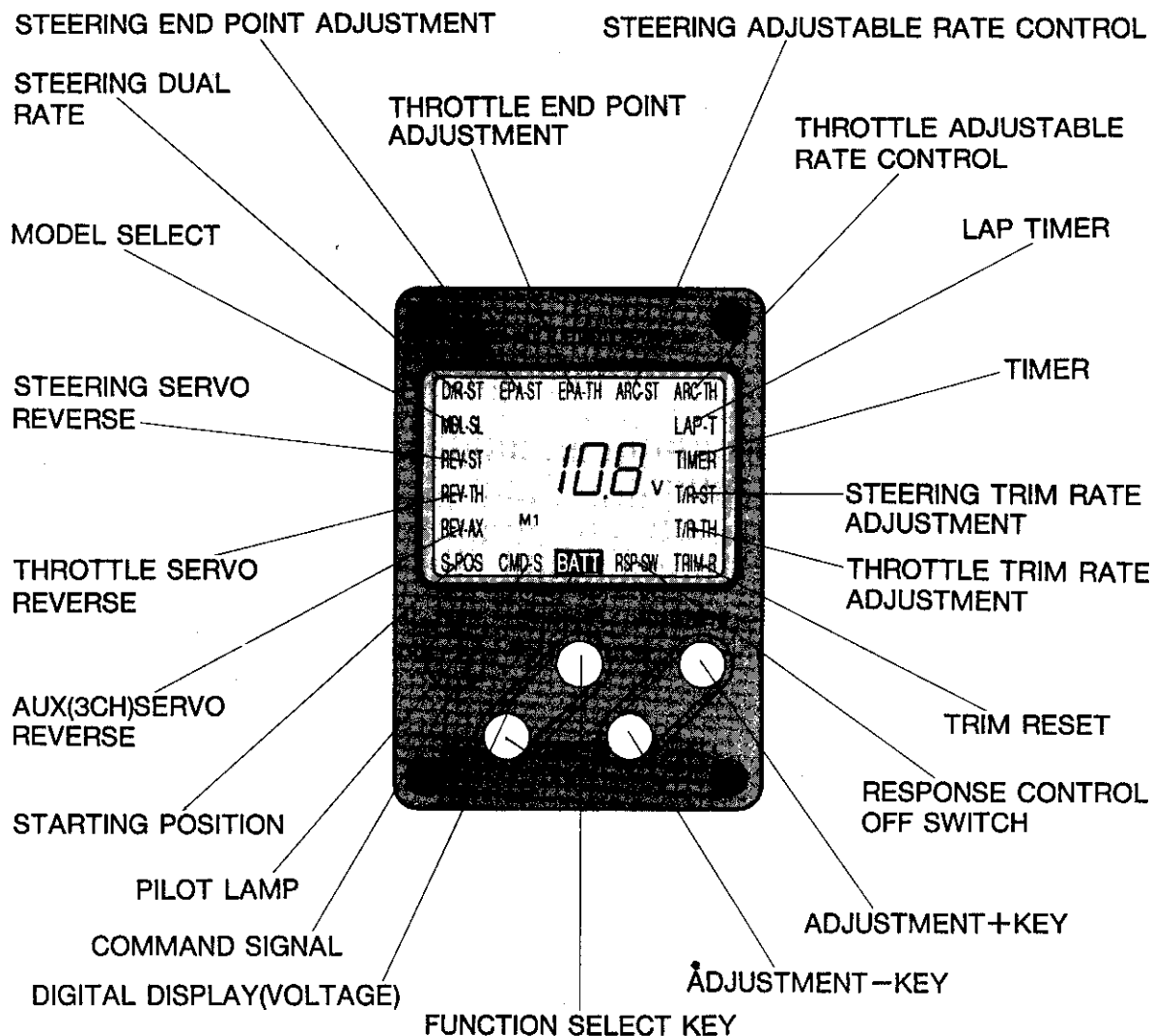
- 1** Take the crystal cap off the Receiver when replacing the crystal with a new crystal.
- 2** Do not fail to attach the crystal cap to protect the crystal.



DISPLAY PANEL

The Super M-zechs takes pride in its multiple function display that gives operator all the functions at a glance. It enables the various functions to be set in numerical control, stored, copied and it provides confirmation of data on its display panel.

INDICATION OF DISPLAY PANEL



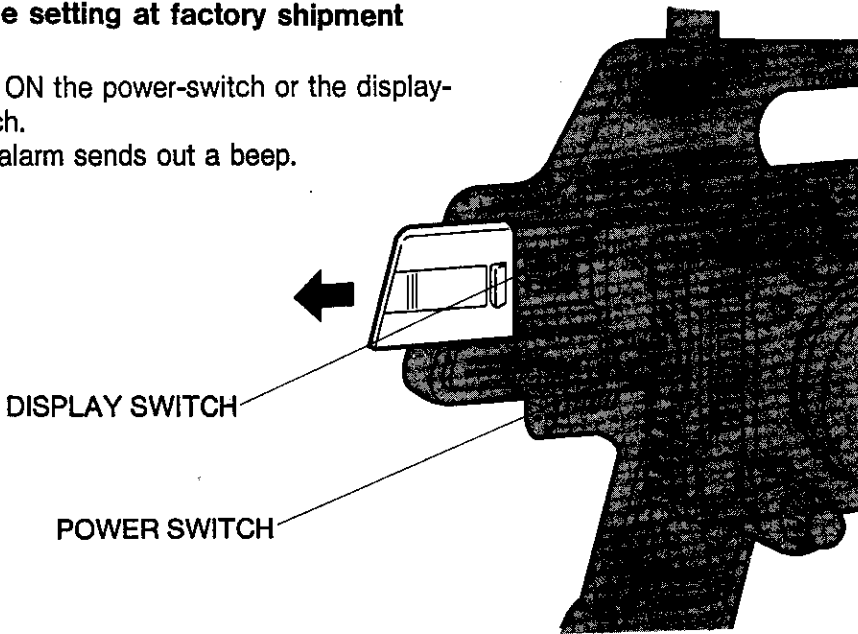
Note:

Continue a beep warning battery shortage of transmitter when the back-up lithium battery has dropped and indicate ERR on the display. Be sure to contact our service center for exchanging the back-up lithium battery or the extinction of the back-up lithium battery storage will obliterate input data and also wipe out what has been established at the time of factory shipment. The back-up term of the lithium battery is around 5 years.

OPERATION OF DISPLAY PANEL

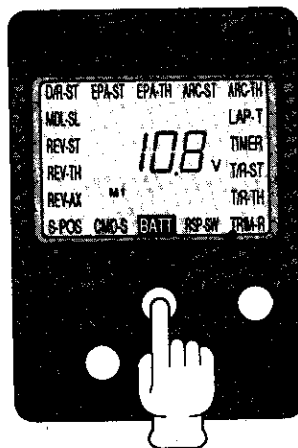
Example setting at factory shipment

- 1 Turn ON the power-switch or the display-switch.
The alarm sends out a beep.



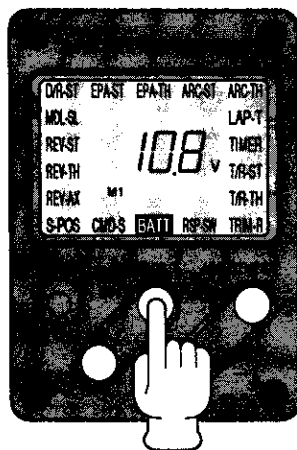
You can set and adjust the data on the display without transmitting the RF signal by use of the display switch.

- 2 Pressing the function select key allows the cursor to move to the left,(counter clockwise), and pressing the function select key allows the cursor to move to the right,(clockwise).



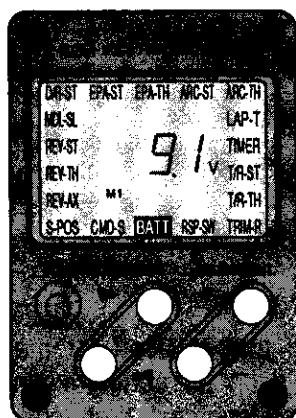
DIGITAL INDICATION OF POWER SOURCE VOLTAGE(BATT)

Move the cursor onto BATT by pressing the function select key.



BATTERY ALARM

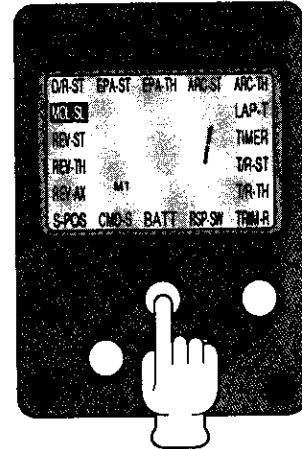
When the voltage of the power source drops down to 9.1V an audio alarm will sound. If an alarm sounds during your operation, you can stop the sound by pressing either the function select key or the adjustment key. When the voltage again drops down by 0.2V, the alarm will begin again. If the second alarm sounds, operation should be discontinued and the battery pack should be exchanged or recharged.



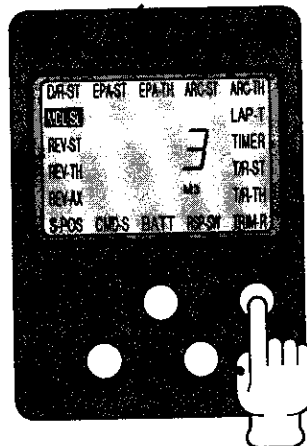
MODEL SELECT (MDL-SL)

The Super M-zechs transmitter has the memory capacity of up to three types of data (data for three different RC cars) and Model Select is the function that can be used to input three types of data, M1, M2, and M3 into the memory and recall any one of them at one's convenience.

- 1 Press one of the function select keys to move the cursor onto MDL-SL which will blink.



- 2 Pressing the adjustment + key will change the current display indication as M1 to M2 to M3. Pressing the adjustment - key will change the current display indication as M3 back to M2 to M1.



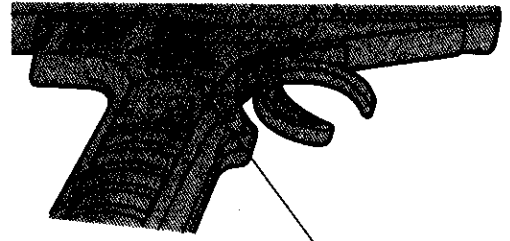
The Model Select is the function that is used for memorizing the data concerning the various factors for an R/C car, such as setting varied data for different circuits, road conditions of the same circuit, motors(engines), tires, and suspensions.

The Super M-zechs transmitter has the memory capacity for up to three types of data (data for three different cars.)

DUAL RATE(D/R ST)

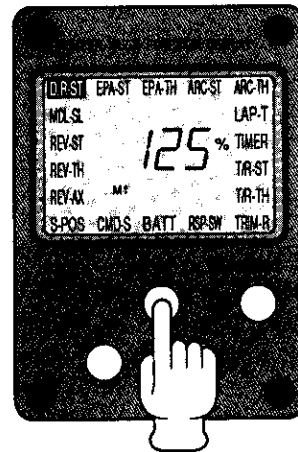
- This function should be used when there is a condition of either under steering with a deficient steering angle or over steering with an excessive one.
- When a car has a deficient steering angle, adjust the Dual-Rate dial to plus and when the car has an excessive steering angle, adjust it to minus.

1 To set Dual Rate:
press one of the function select keys to move the cursor onto D/R-ST. The D/R indication will blink.



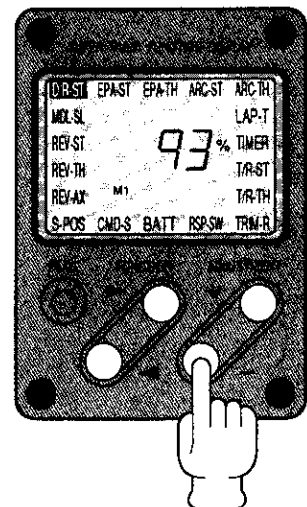
DUAL RATE DIAL

2 Turn the steering Dual-Rate dial to the right until it stops, and note that the reading on the LCD screen will indicate the percent you have set. The value can be changed by use of + or - adjustment keys. Turn the Dual-Rate dial in the opposite direction and note that you can set the percent by use of the adjustment keys.



3 Caution: If you turn the steering Dual-Rate dial all the way to the end in either way, and press the adjustment key, you possibly can cause your steering linkage to lock up, and damage your servo.

To return the transmitter to the default values, position the Dual-Rate dial so that the small indentation on the wheel is centered, then press both the + and - adjustment keys simultaneously.



- 4** You can use the steering Dual-Rate dial in the grip section to control the adjustment of the steering Dual-Rate during a race.

DUAL RATE DIAL



If you need more steering travel, turn the steering Dual-Rate dial clockwise, and if you need less travel, turn it counter-clockwise. So, when you feel your car is under steering at the corner, turn the dial clockwise, and otherwise, turn it counter-clockwise.

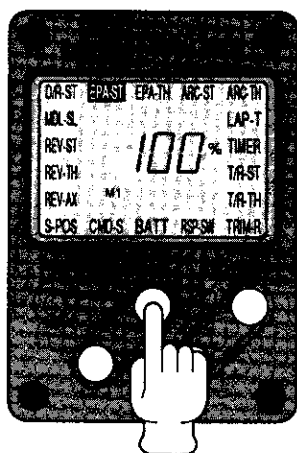


If you do not use the steering Dual-Rate dial, set the dial at MAX and adjust the steering travel on the panel by the adjustment keys.

STEERING END POINT ADJUSTMENT(EPA-ST)

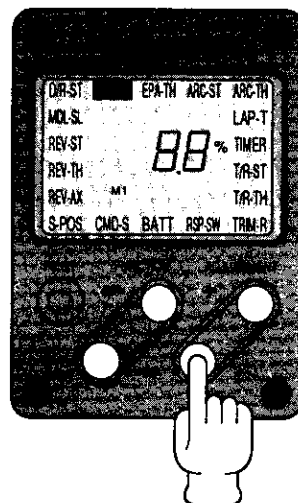
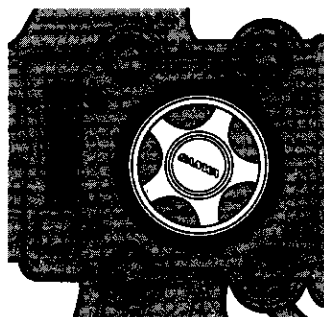
This function should be used when the cornering radius differs for the right cornering and the left one due to the differences in the rolling characteristics of the linkage and chassis or the diameter of tires of a specific car.

- 1 Press the function select key and move the cursor onto EPA-ST, which will blink.



- 2 Set the right and left angles for the steering as follows.

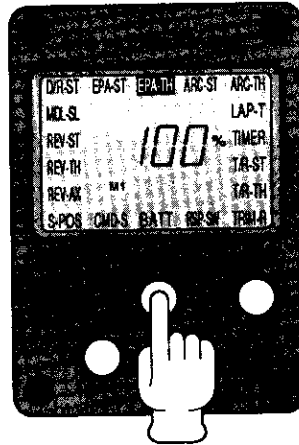
Turn the steering wheel clockwise and set the right steering angle with the adjustment + key or - key as desired. Turn the steering wheel counterclockwise and set the left steering angle with the adjustment + key or - key as desired.



THROTTLE END POINT ADJUSTMENT (EPA-TH)

Throttle EPA will adjust the carburetor stroke, high point of the FET speed controller, and maximum braking.

- 1 Press the function select key and move the cursor onto EPA-TH.



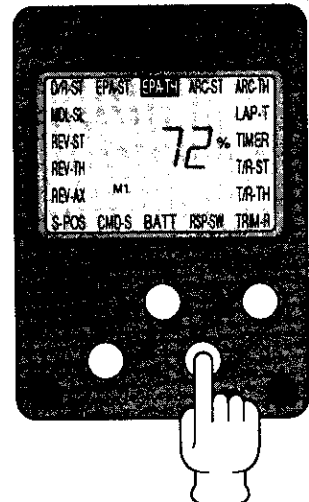
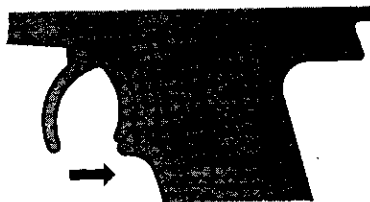
- 2 For engine powered cars, when you want to set the high throttle position, pull the Throttle-Trigger to its high position and adjust it by pushing the + or - adjustment key.

FOR USE WITH ESC'S, SET IT TO 100% AT HI POSITION

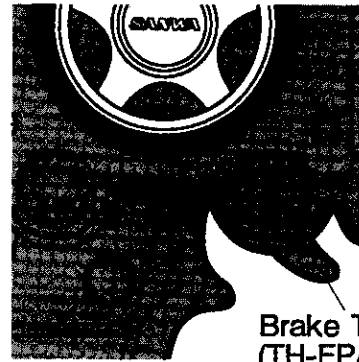


AND TO 50-70% IF YOU NEED LOW SPEED POWER RESPONSE

Pressing the + and - keys simultaneously will set both throttle end points at 100% if the trigger is held at the high and low positions.



- 3** In order to make an adjustment for braking, first set the Brake Trimmer (TH-EPA-L) at the center position.

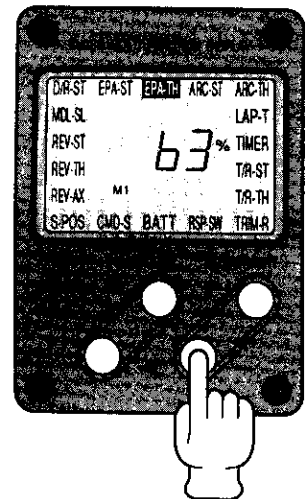


Brake Trimmer
(TH-EPA-L)

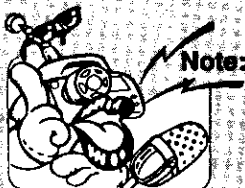
- 4** To adjust braking for engine powered cars, push the throttle trigger all the way to the low position and adjust the brake by pressing the + or - adjustment key. Precise adjustment should be done as you are driving the car.



To adjust the brake function on an electric motor powered car with an electronic speed control, set the brake to 100% while pushing the throttle trigger to the low position. Note that it is possible to set the brake value at 160 % maximum.



While driving the car, the brake adjustment should be made by using the TH-EPA-L trimmer located just below the steering wheel.



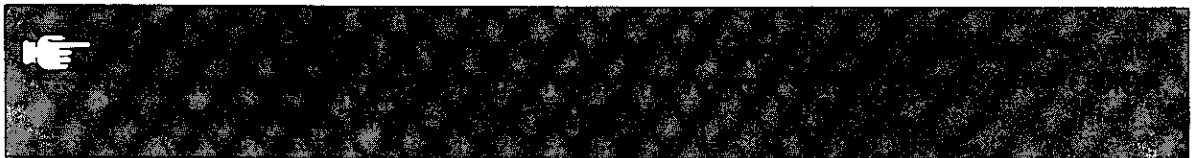
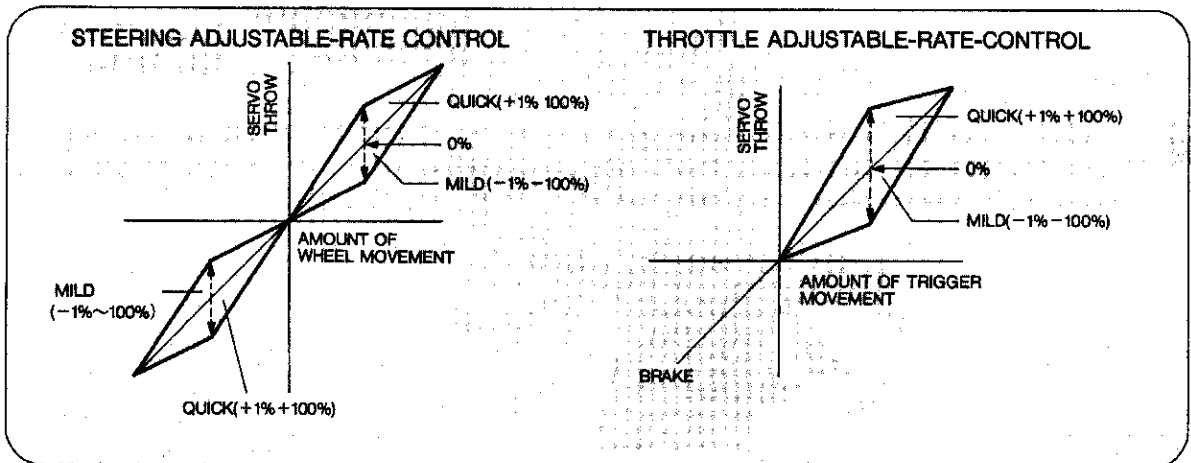
Note:

On an engine powered car, if the throw of the throttle servos' high or low side are set to too high a value, you can cause the servo to lock-up and stall the servo motor, which will cause servo damage / Also, if you set the steering dual rate at 150% and the end point adjustment at maximum, it may cause the servo to stop before reaching the maximum of steering wheel throw.

ADJUSTABLE RATE CONTROL(ARC)

This function allows the proportional system to freely control various factors that a driver should deal with, such as the steering characteristics, road conditions and power-response of a R/C car.

The following graphs show the amount of steering wheel movement or trigger movement plotted against servo travel.



THIS FUNCTION WORKS IN CONJUNCTION WITH THE RESPONSE CONTROL SWITCH WHICH IS LOCATED BELOW THE STEERING WHEEL. THE NORMAL SETTINGS ARE

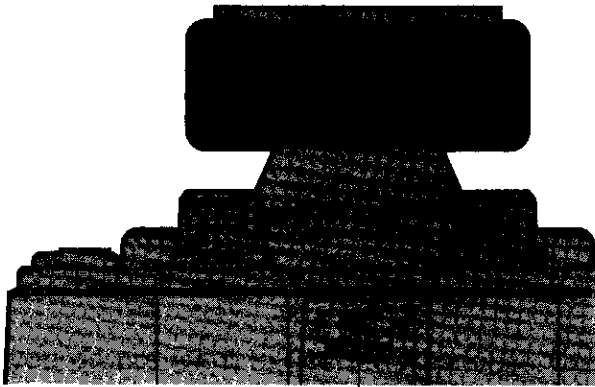
5% - QUICK

0% - NORMAL

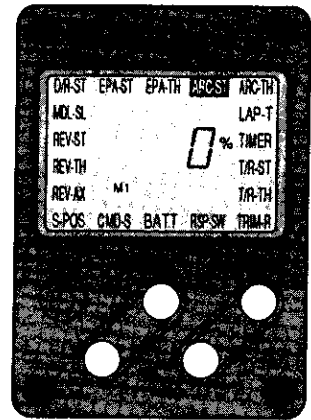
-8% - MILD

RESPONSE CONTROL SWITCH

This transmitter can provide world class fast control response of the steering and throttle functions. It also makes the adjustable rate control (ARC) more efficient. The availability of three settings of (Q)UICK, (N)ORMAL, (M)ILD response controls will help you in your racing competition.



NORMAL




- 1 You should at first try to drive your R/C car with the Response Control Switch at (N). If the set-up for your R/C car was made correctly, you should find that the response is better than with a standard M-zechs or MACHINE-1 which have the response set at about 5%. However, if you set the response control switch at (M), you may find it a little mild response at - 8% setting compared to our previous M-zechs or MACHINE-1 transmitters.



↑ THE RESPONSE RATE FOR THE STEERING AND THROTTLE WILL BE CHANGED AT THE SAME TIME. HOWEVER, YOU CAN ALSO ADJUST THE RESPONSE RATE SEPARATELY BY SELECTING ARC-ST AND ARC-H.

- 2 If you change the switch to (Q) you may now find that the front steering control is too fast and it may not be able to easily control your car if the settings on the car are not well matched.

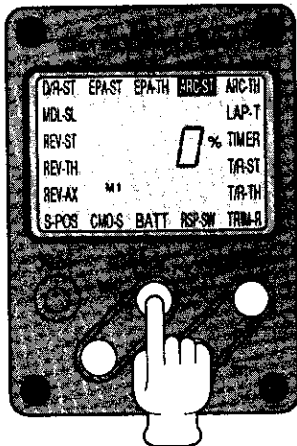
- 3** You also can change the setting for the (Q)UICK, (N)ORMAL, or (M)ILD response. The percent for each (Q), (N), and (M) will be changed proportionally. For example, if you change (Q) to 0% by use of the adjustment keys you will have - 5% (N) and - 13% (M) which are the so called MILD setting. However, if you position the response control switch to (M) and set (M) to 0%, you will have 13% (Q) and 8% (N) which are now the fast response setting.

 Generally you will find that the settings of 5% (Q), 0% (N), and - 8% (M) will be the best settings.

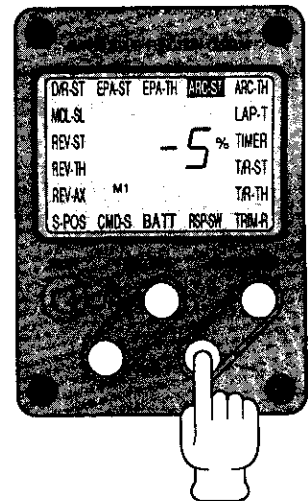
↑ GENERALLY YOU WILL FIND THAT THE SETTINGS OF 5% QUICK (Q), 0% (N), AND - 8% WILL BE THE BEST SETTINGS.

- 4** When you adjust the response percent setting for the steering channel, you first must set the response switch to (N).

- 1)** Next press the function select key and move the cursor onto ARC-ST

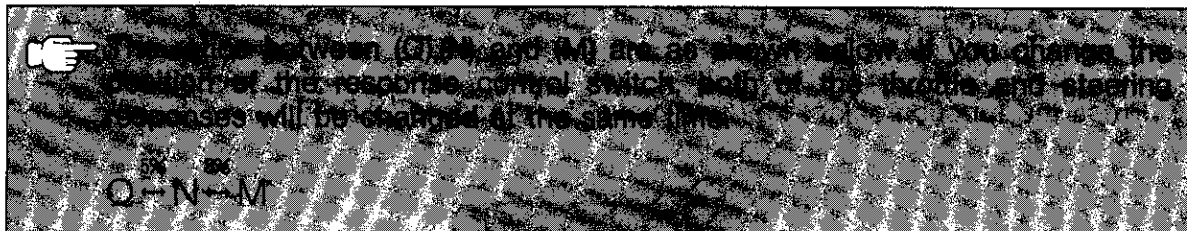


- 2)** Press the adjustment - key and set - 5% on the display.



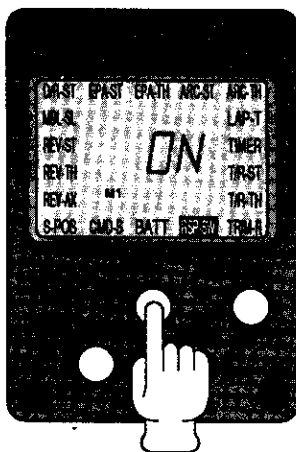
- 3)** Note that if you move the Response Control Switch to (Q) position, you will now have 0% (Q) indicated on the display. Now move the response switch to (M) position, and you will see the setting of - 13% on the display. The settings are now 0% (Q), - 5% (N), and - 13% (M).

- 4) For the adjustment of throttle response, follow the same procedures as you did for the steering.



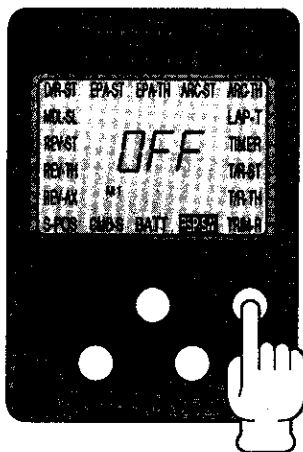
THE RATIOS BETWEEN (Q), (N) AND (M) ARE SHOWN BELOW. IF YOU CHANGE THE POSITION OF THE RESPONSE CONTROL SWITCH BOTH FUNCTIONS WILL BE CHANGED AT THE SAME TIME.

- 5 If you do not want to use the Response Control Switch, press the function select key and move the cursor to RSP-SW.



Q 5% ↔ N 8% ↔ M

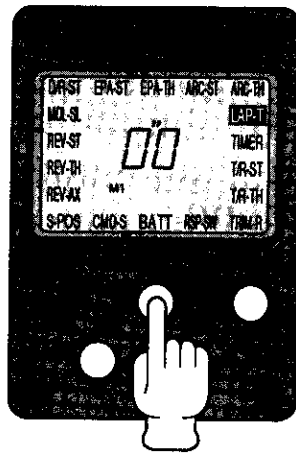
- 6 Then press either the adjustment + key or - key to set OFF on the display.



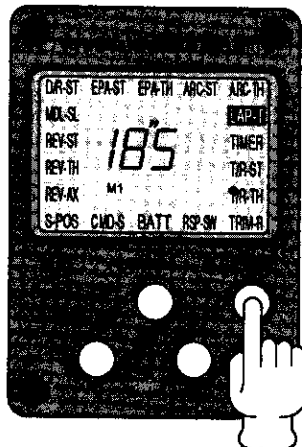
LAP TIMER(LAP-T)

This function would be used to know your lap-time by using an audio alarm sound. This convenient function would provide you with a better understanding of your lap-time and allow you to improve your lap time.

- 1 Press the function select key and move the cursor to LAP-T.

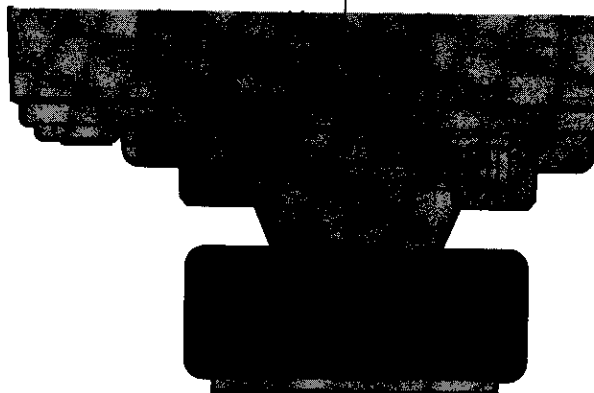


- 2 Press the adjustment + key and set your lap-time. As an example, if you would like to set 18 and 1/2 seconds, keep pressing the adjustment + key until you get 18"5.

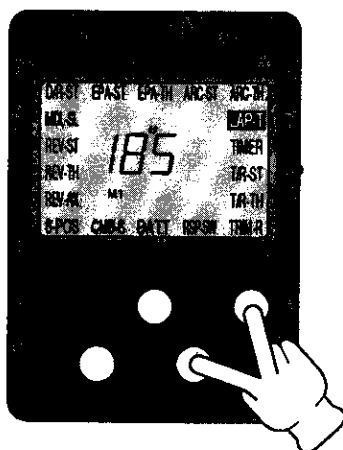


- 3** Next, press the stop watch button on the upper part of the transmitter to start the timer and display the running time on the display. The alarm will beep at the time you set and at each multiple thereof. If you hear the beep sound at the same position when your car passes, your car is now running at the lap time that you previously set. If you hear the beeps after your car passes your position, your car is running faster than the lap-time setting.

STOP WATCH BUTTON



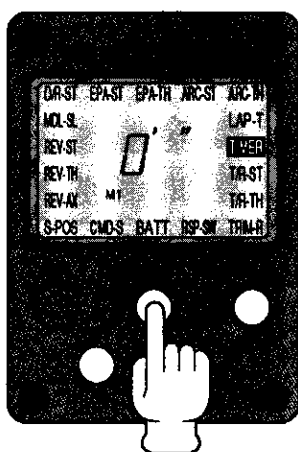
- 4** To reset the lap time to the original setting, press the adjustment + and - keys simultaneously so that the lap-time you originally set will again be displayed. If you press both keys again the display will show 0"0.



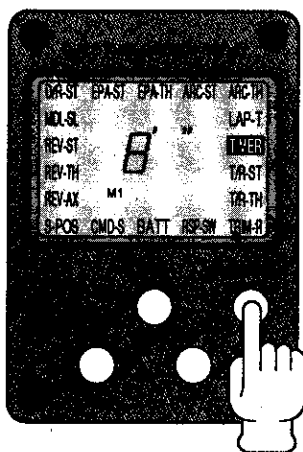
TIMER

This function can be used to measure the running time of an electric powered car or the fuel consumption, etc., of an engine powered car.

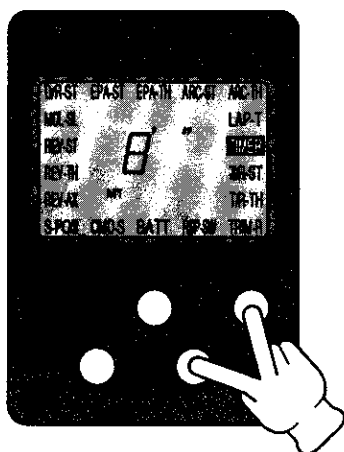
- 1 Press one of the function select keys to move the cursor onto Timer, which will then blink.



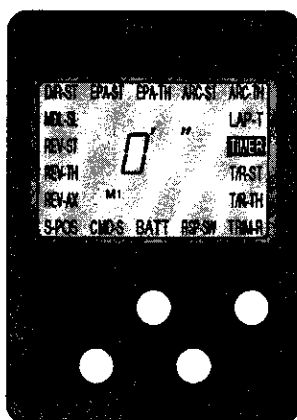
- 2 Press the adjustment + key and set the time for example 8 minutes.



- 3** Pressing the stop watch button on the upper part of the transmitter allows the count-down timer to start. The alarm will beep once at 10 seconds before reaching zero and beeps continuously at zero. After reaching zero it will start counting up. When you need to stop the timer, press the adjustment + and — keys at the same time and you will see the display reset to the original time of 8 minutes.



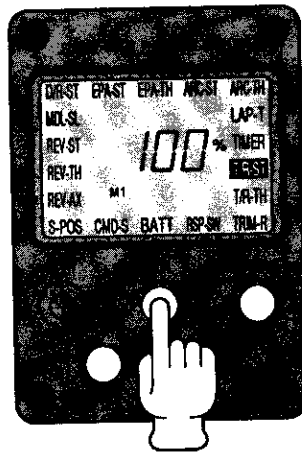
- 4** When you don't set a specific time, the timer works as a count-up timer. It is started by pushing the stop watch button on top of the transmitter. It can be reset to zero by pressing both the adjustment + and — keys simultaneously.



TRIM RATE ADJUSTMENT (T/R-ST T/R-TH)

The amount of trim travel for the steering or throttle channel servos can be adjusted. This function can be used for an R/C car that has the servo wheel or horn connected directly to the cars steering arm.

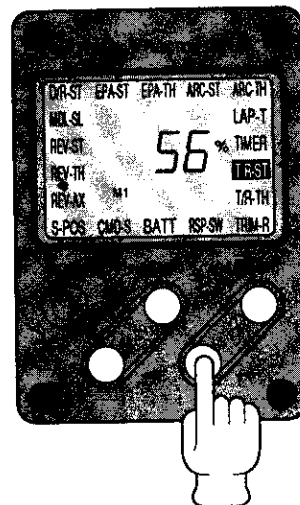
- 1 Press the function select key and move the cursor onto T/R-ST.



- 2 Press the adjustment — key to set the amount of trim travel volume for the steering channel servo.

Pressing both adjustment keys simultaneously will reset it to 100%.

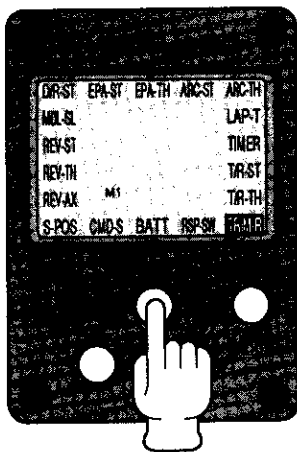
The same procedures apply to setting the trim travel volume for the throttle channel.



TRIM RESET (TRIM-R)

The steering or throttle trim positions memorized by using the trim memory function can be set back to the initial positions by using the following procedure.

- 1 Turn on the transmitter power switch and move the cursor onto TRIM-R by pressing the function select key.



- 2 Set the steering and throttle trim knobs to the center position.

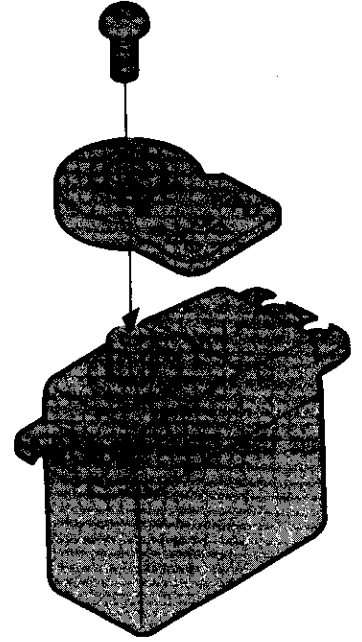


- 3 Next, press the adjustment + key to set both trims to the neutral position. You have now completed the trim reset for both channels.

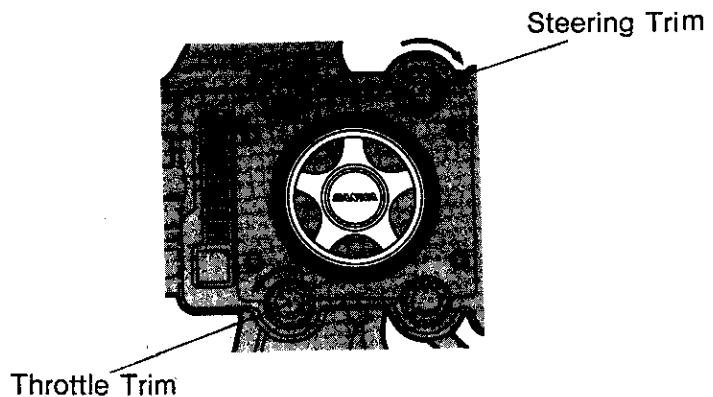
ONE TOUCH TRIM MEMORY

This function can memorize the trim position automatically after the run so that it is not necessary to set memory. Only setting the trim position at the center before the run protects you from further confusion when the trim position become diverted at the preracing run. Also you can use this function as a subtrim.

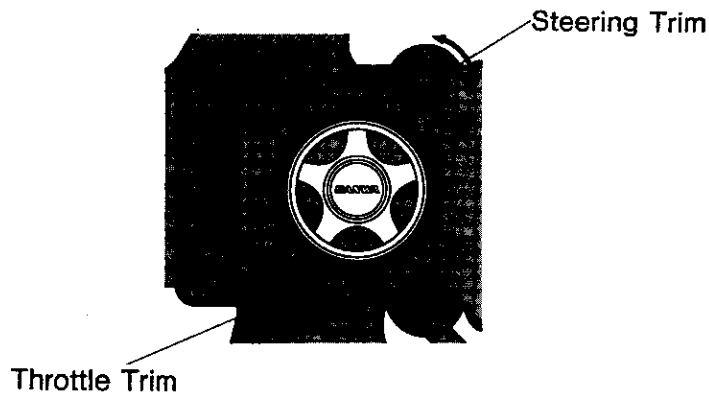
- 1** Perform the trim reset function as instructed on the previous page.
- 2** Then, install the servo saver output horn as close as possible to the servos neutral position.



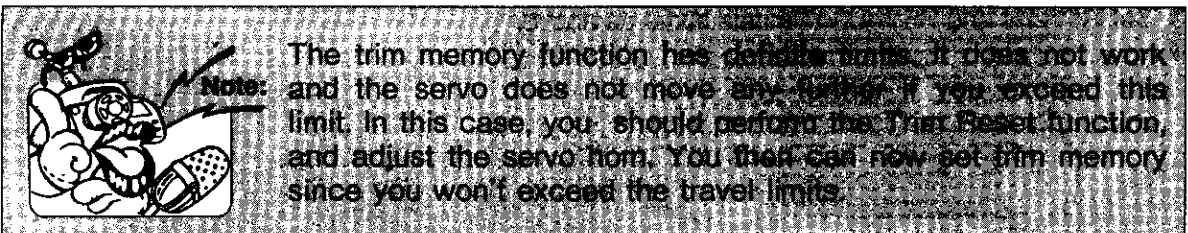
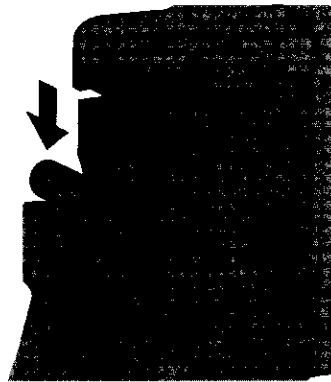
- 3** Adjust the linkage of the R/C car by using the steering and throttle Trim knobs and set the proper neutral.



- 4** Turn Off the transmitter power switch and set each trim knob back to its center position.



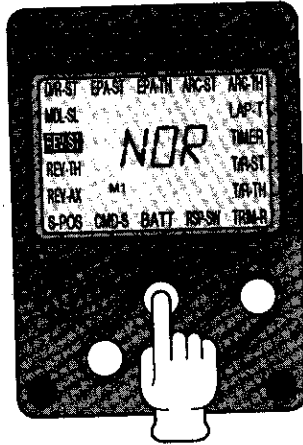
- 5** Now, turn On the power switch and see that your steering or throttle trim has been memorized and trim knobs are centered.



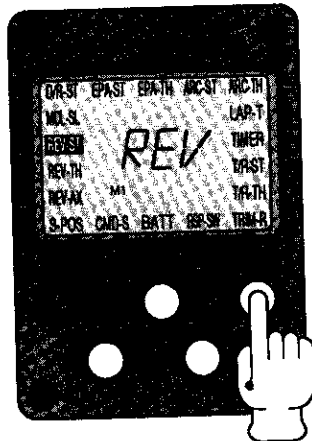
SERVO REVERSE (REV-ST,REV-TH,REV-AX)

This function is used when necessary to change the direction of the steering servo or throttle control movement.

- 1 Press one of the function select keys to move the cursor REV-ST, which will blink.



- 2 Press either the adjustment + key or the - key to change the direction of the servo movement.

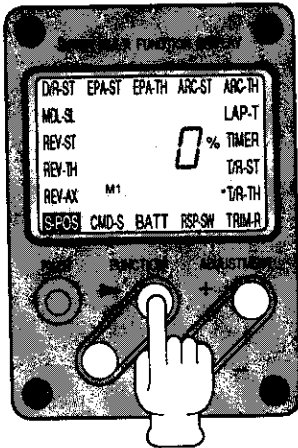


- 3 Set REV-TH and REV-AX channels same as above.

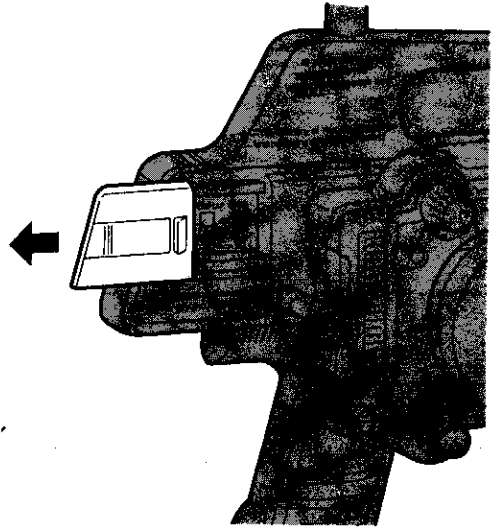
STARTING POSITION SWITCH(S-POS)

This switch is used exclusive for an engine-powered car. It is not used for an electric R/C car, therefore set the S-Pos at 0% when you are using The Super M-zechs with an electric powered car. This function improves the starting efficiency of the engine by increasing the idling of the engine at starting time.

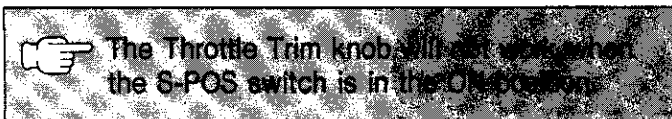
1 Press one of the function select keys to move the cursor onto S-POS.



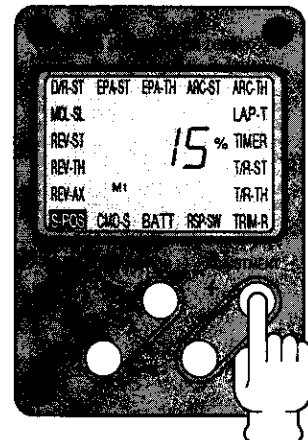
2 Be sure to set the neutral of the Throttle Trim Knob at the center position and turn on the starting-position slide switch located next to the display switch under the sliding panel.



3 Set the starting-position a little higher than the engines slow position with the adjustment+key. Setting the starting-position over 0% will sound an audio alarm to let you know that Idle-up is ON.



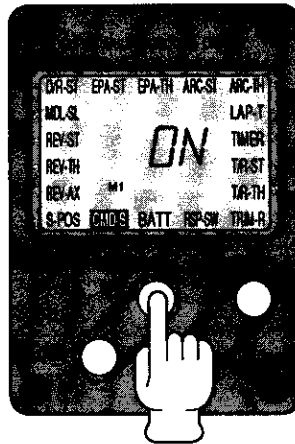
*THE THROTTLE TRIM KNOB
WILL NOT WORK WHEN THE
S-POS SWITCH IS IN THE
ON POSITION.*



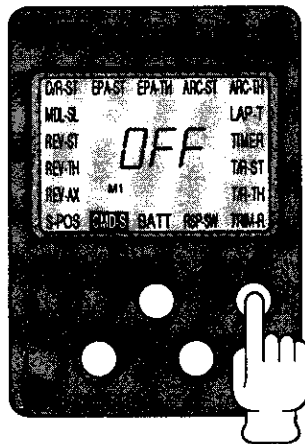
COMMAND SIGNAL SWITCH(CMD-S)

This function can turn ON or OFF the audio that sounds when you press a function or adjustment key when it is turned On. The purpose of the alarm is to alert you that you have made a change and prevent you from making mistakes !

- 1 Press one of the functions select keys to move the cursor onto CMD-S, which will blink.



- 2 Pressing either the adjustment + key or the - key generates the changeover between ON and OFF.



ADJUSTING THE ALARM VOLUME

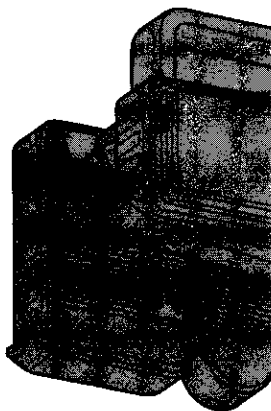
There is the alarm sound adjustment trimmer just under the sliding panel that covers the display switch. Turning the trimmer clockwise gives you louder sound and turning the trimmer counter clockwise gives you softer sound.



KEY LOCK

The key lock protects you from losing your data in the memory by mishandling keys. If you turn key lock switch to the left, the display can not be changed by pressing any keys.

Push the key lock switch to the right to unlock the keys.

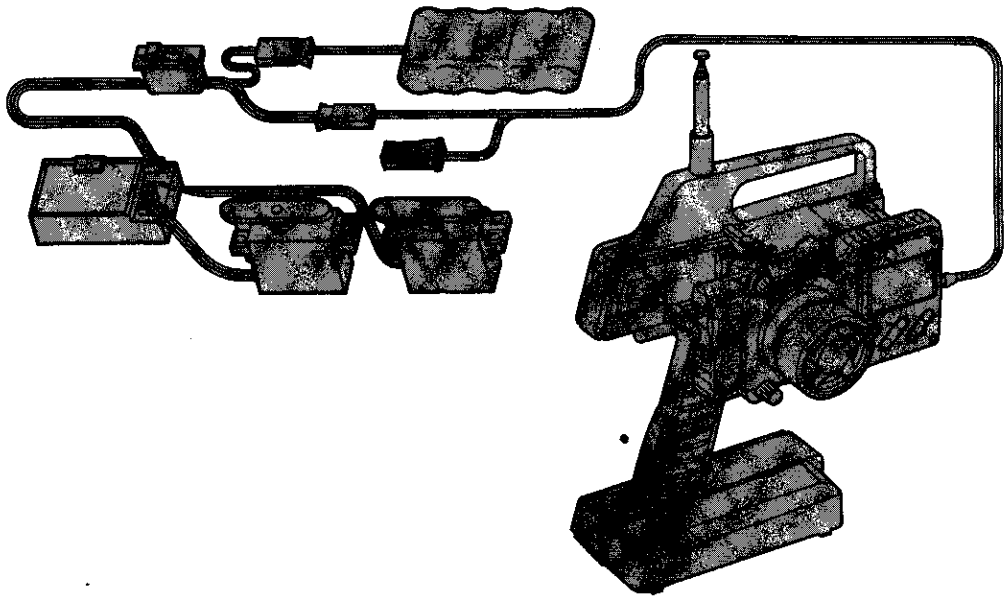


DIRECT SERVO CONTROLLER(DSC)

This should be used to adjust linkages etc., on your car, without transmitting RF, and the like while using the same frequency as someone else.

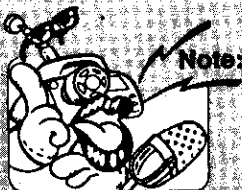
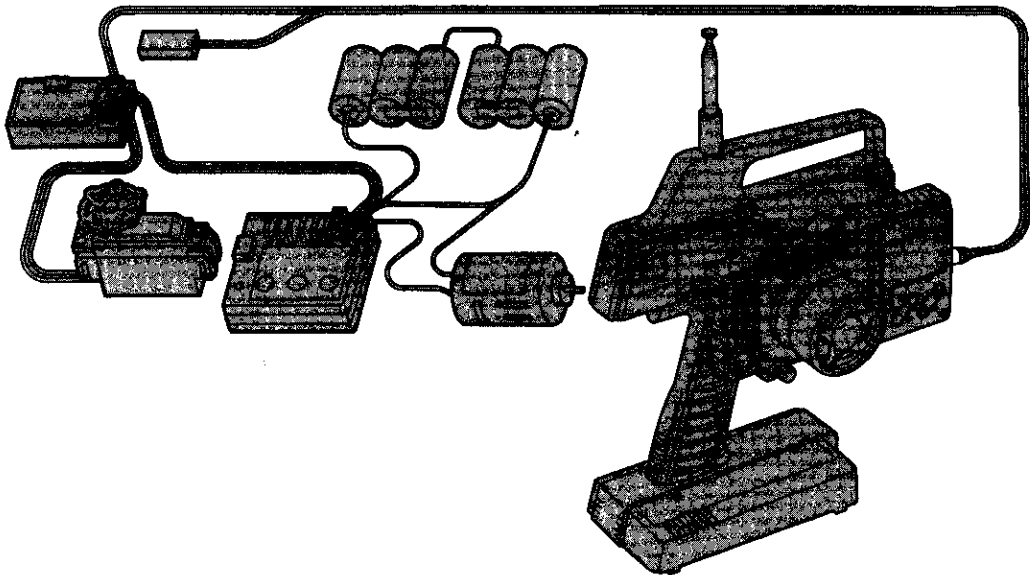
How to handle the Direct-Servo-Controller with engine powered cars when the switch-harness equipped with DSC is in use.

- 1** Connect the attached DSC harness to the DSC jack on the side of the transmitter.
 - LCD display will be indicated.
- 2** Join the charging connector of the switch-harness with the DSC harness.
- 3** Turn ON the receiver switch to use the DSC function.



How to handle Direct-Servo-Controller when the FET amplifier is in use.

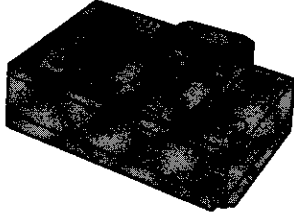
- 1** Connect the attached DSC harness to the DSC jack on the side of the transmitter.
 - LCD display will be indicated.
- 2** Connect the DSC harness to the battery channel of the receiver.
- 3** Turn ON the power switch of the Speed Control in order to use the DSC. The 6 or 7 cell NiCd battery pack that powers the car is connected to the Speed Control as indicated in the specific speed controls instructions.



Note:

- When using the DSC, NEVER switch on the transmitter!
- When using the DSC, install batteries in the transmitter.
- After use of the DSC, make sure you disconnect the DSC cord.

CONNECTOR POSITION OF RECEIVER



POSITION	SFC-2305RZ	SFC-3305RS
1	STEERING	RUDDER
2	THROTTLE	THROTTLE
3	—————	AUX
BATT (DSC)	BATTERY (DSC HARNESS)	BATTERY (DSC HARNESS)