

Thank you for purchasing a Futaba SKYSPORT<sup>7</sup>. Before using your SKYSPORT<sup>7</sup>, read this manual carefully and use your R/C set safely. After reading this manual, store it in a safe place.

See the glossary page 22 for a definition of the special terms used in this manual.

**APPLICATION, EXPORT, AND RECONSTRUCTION**

1. This product may be used for model airplane or surface use, if on the correct frequency.

The product described in this manual is subject to regulations of the Ministry of Radio/Telecommunications and is restricted under Japanese law to such purposes.

2. Exportation precautions

(a) When this product is exported from Japan, its use is to be approved by the Radio Law of the country of destination.

(b) Use of this product with other than models may be restricted by Export and Trade Control Regulations. An application for export approval must be submitted.

3. Modification, adjustment, and replacement of parts

Futaba is not responsible for unauthorized modification, adjustment, and replacement of parts of this product.

**THE FOLLOWING STATEMENT APPLIES TO THE RECEIVER (FOR U.S.A.)**

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.

**THE RBRC™ SEAL (FOR U.S.A.)**

The RBRC™ SEAL on the (easily removable) nickel-cadmium battery contained in Futaba products indicates that Futaba Corporation of America is voluntarily participating in an industry program to collect and recycle these batteries at the end of their useful lives, when taken out of service within the United States. The RBRC™ program provides a convenient alternative to placing used nickel-cadmium batteries into the trash or municipal waste which is illegal in some areas.

Futaba Corporation of America's payments to RBRC™ makes it easy for you to return the spent battery to Futaba for recycling purposes. You may also contact your local recycling center for information on where to return the spent battery. Please call 1-800-8-BATTERY for information on Ni-Cd battery recycling in your area. Futaba Corporation of America's involvement in this program is part of its commitment to protecting our environment and conserving natural resources.



**NOTE:** Our instruction manuals need to encourage our customers to return spent batteries to Futaba or a local recycling center in order to keep a healthy environment. RBRC™ is a trademark of the Rechargeable Battery Recycling Corporation.

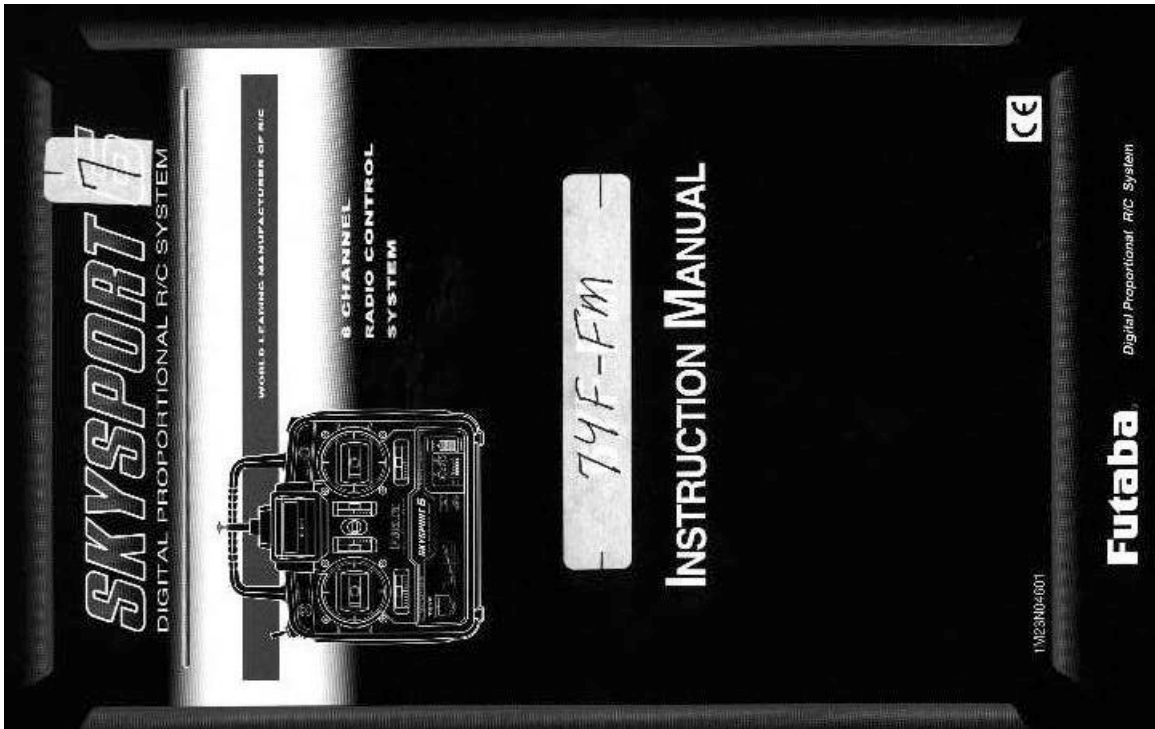
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The contents of this manual are subject to change without prior notice.

This manual has been carefully written. Please write to Futaba if you feel that any corrections or clarifications should be made.

Futaba is not responsible for the use of its product.

SKYSPORT are registered trademarks of FUTABA Corporation.



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FOR SAFETY  
BEFORE USE  
INSTALLATION AND ADJUSTMENT  
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REFERENCE

## FOR SAFETY



### FOR SAFETY

To ensure safe use, observe the following precautions.

#### Meaning of Special Markings

Pay special attention to the safety at the parts of this manual that are indicated by the following marks.

Mark	Meaning
<b>⚠ DANGER</b>	Procedures which may lead to a dangerous condition and cause death or serious injury to the user if not carried out properly.
<b>⚠ WARNING</b>	Procedures which may lead to a dangerous condition or cause death or serious injury to the user if not carried out properly, or procedures where the probability of superficial injury or physical damage is high.
<b>⚠ CAUTION</b>	Procedures where the possibility of serious injury to the user is small, but there is a danger of injury, or physical damage, if not carried out properly.

Symbol:  Prohibited  Mandatory

#### Precautions During Flight

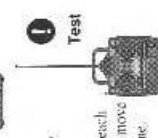
-  **⚠ WARNING**  
Do not fly simultaneously on the same frequency. Interference may cause a crash.  
Use of the same frequency will cause interference even if the modulation method (AM, FM, PCM) is different.
-  Simultaneous flight on the same frequency prohibited 
-  Do not fly on rainy or windy days, or at night. Water will penetrate into the transmitter and cause faulty operation, or loss of control, and cause a crash. 

## FOR SAFETY

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- ⊘ Do not fly in the following places:
  - Near other R/C flying fields (within about 3km)
  - Near people on the ground, or objects in the air
  - Near homes, schools, hospitals, or other places where there is a lot of people
  - Near high tension lines, high structures, or communication facilitiesRadio wave interference and obstructions may cause a crash. A crash caused by trouble in the R/C set, or the model itself, may cause death or property damage.
- ⊘ Do not fly when you are tired, sick, or intoxicated.  
Fatigue, illness, or intoxication will cause a loss of concentration or normal judgment and result in operation errors and a crash.

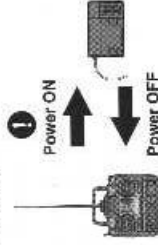
- ⓘ Extend the antenna to its full length.  
If the antenna is too short, the effective range of the radio waves will become shorter.
- ⓘ Always test the digital proportional R/C set before use.  
Any abnormality in the digital proportional R/C set, or model, may cause a crash.  
Before starting the engine, check that the direction of operation of each servo matches the operation of its control stick. If a servo does not move in the proper direction, or operation is abnormal, do not fly the plane.
- ⓘ Check that the transmitter antenna is not loose.  
If the transmitter antenna comes off during use, control will be lost and the model will crash.



## FOR SAFETY

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- ⓘ When turning on the power switch  
After setting the transmitter throttle stick to maximum slow.
  1. Turn on the transmitter power switch.
  2. Then turn on the receiver power switch.When turning off the power switch  
After stopping the engine.
  1. Turn off the receiver power switch.
  2. Then turn off the transmitter power switch.If the power switch is turned off in the opposite order, the engine may go to full throttle unexpectedly and cause an injury.  
Maximum slow: Direction in which the engine or motor runs at the slowest speed.



- ⓘ When adjusting the digital proportional R/C set, always stop the engine, except when necessary.

If the engine suddenly goes to high speed, it may cause an injury.

- ⓘ When flying, always install the frequency board to the transmitter antenna.

When the frequency was changed, also change the frequency board.



## Nicd Battery Charging Precautions

### ⚠ WARNING

- ⓘ Always charge the nicd battery before each flight.  
If the battery goes dead during flight, the plane may crash.
- ⓘ Charge the digital proportional R/C nicd battery with the special charger, or digital proportional R/C quick charger, sold separately.  
Overcharging may cause burns, fire, injury, blindness, etc. due to overheating, breakage, electrolyte leakage, etc.

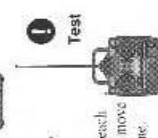


## FOR SAFETY

5

- ⊘ Do not fly in the following places:
  - Near other R/C flying fields (within about 3km)
  - Near people on the ground, or objects in the air
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Fatigue, illness, or intoxication will cause a loss of concentration or normal judgment and result in operation errors and a crash.

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- ⓘ Always test the digital proportional R/C set before use.  
Any abnormality in the digital proportional R/C set, or model, may cause a crash.  
Before starting the engine, check that the direction of operation of each servo matches the operation of its control stick. If a servo does not move in the proper direction, or operation is abnormal, do not fly the plane.
- ⓘ Check that the transmitter antenna is not loose.  
If the transmitter antenna comes off during use, control will be lost and the model will crash.



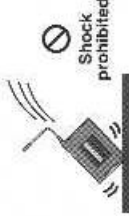
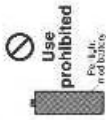
### ⚠ CAUTION

- ⊘ When placing the transmitter on the ground during flight preparations, be sure that the wind cannot knock it over.  
If it is knocked over, the throttle stick may be pushed to full high and the engine will race and create a dangerous situation.
- ⊘ Do not touch the engine, motor, and FET amp during and immediately after use.  
They are hot and will cause a burn.



**CAUTION**

- ⊘ **Do not use commercial *nickel* penlight batteries.**  
During quick charging, the battery holder contacts may overheat and damage the equipment, or prevent charging.
- ⊘ **Do not short the *nickel* battery connector terminals.**  
Shorting the terminals may cause sparking and overheating and result in burns or fire.
- ⊘ **Do not drop or apply strong shock to *nickel* battery.**  
The battery may be shorted and cause overheating or leakage and electrolyte leakage and result in burns or damage by chemical matter.

**Storage and Disposal Precautions****WARNING**

- ⊘ **Do not leave the *digital proportional R/C* set, battery, model airplane, etc. within the reach of small children.**  
Touching and operating the *digital proportional R/C* set, or licking the battery, may cause injury or damage due to chemical matter.
- ⊘ **Do not throw the *nickel* battery into a fire or heat the *nickel* battery. Also, do not disassemble or rebuild the *nickel* battery.**  
Breakage, overheating, and electrolyte leakage may cause injury, burns, or blindness.
- ⓘ **When not flying the model, store the *digital proportional R/C* set with the *nickel* battery in the discharged state. Recharge the *nickel* battery before the next flight.**  
If a partially discharged *nickel* battery is recharged many times, its memory effect will reduce the flight time substantially and may cause a crash, even if the battery is recharged.

**Nickel Battery Electrolyte**

The electrolyte in the *nickel* battery is a strong alkali and can cause blindness if it gets in the eyes. If you get the electrolyte in your eyes, immediately wash your eyes with water and see a doctor. If you get the electrolyte on your skin or clothes, it may cause a burn. Immediately wash it off with water.

**CAUTION**

- ⊘ **Do not store the *digital proportional R/C* set in the following places:**
    - Where it is very hot (104F or more) or very cold (-14F or less).
    - Where the set will be exposed to direct sunlight.
    - Where the humidity is high.
    - Where there is strong vibration.
    - Where it is dusty.
    - Where there is steam and heat.
- Storing the *digital proportional R/C* set in the places above may cause distortion and trouble.

- ⓘ **If the *digital proportional R/C* set will not be used for a long time, remove the *nickel* batteries from the transmitter and the model and store them in a dry place.**

If the batteries are left in the transmitter and model, the battery electrolyte may leak out and degrade the performance and shorten the life of the transmitter and model.

**Nickel Battery Recycling**

Used *nickel* batteries are an important resource. Stick tape over the terminals and take the used batteries to a *nickel* battery recycling center.

**Other Precautions****CAUTION**

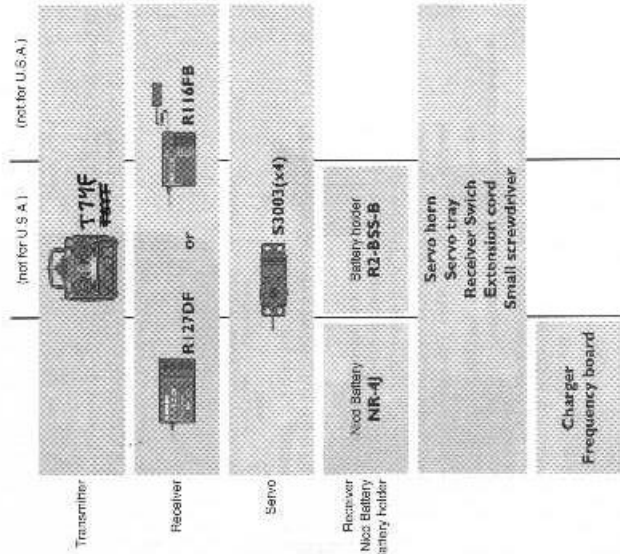
- ⊘ **Do not get fuel, waste oil, etc. on plastic parts.**  
The plastic may melt and fail to function.
- ⓘ **Always use *Genuine Futaba* transmitter, receiver, servos, *FET* amp, *nickel* battery, and other optional parts.**  
Futaba is not responsible for damage, etc. caused by the use of parts other than *Genuine Futaba* parts.  
Use the parts described in the instruction manual and catalogs.



# BEFORE USE

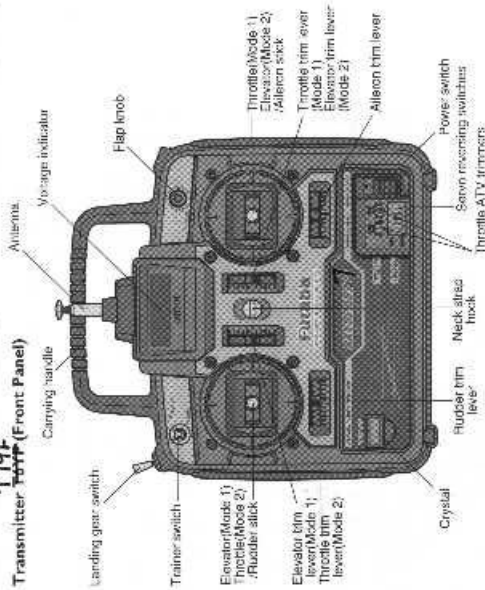
## Set Contents

After opening the carton, first check if the following items are provided. The set contents depend on the type of set, and these are the standard.



If the set contents are incomplete, or if you have any questions, please contact the dealer.

# Name and Handling of Each Part



**Power switch:** Turns the transmitter on or off. In the upper position, the power is turned on.

**Voltage indicator:** This is an expanded scale voltmeter. It is not calibrated in volts. When the needle deflects to the boundary between the silver and red zones, recharge or replace the battery. Do not operate the transmitter if the needle falls down to the red area.

**Antenna:** Never operate the transmitter without extending this antenna or you may create interference in other models. This antenna is not intended to be removable.

**Aileron, Elevator, Throttle and Rudder stick:** Control each function. See page 14 for a transmitter operation instruction.

**Aileron, Elevator, Throttle and Rudder trim:** Used to shift the neutral or idle position of the each servo. As the throttle stick is moved forward towards the high throttle position, the throttle trim will have less effect.

**Carrying handle:** Provides an easy means of transporting the transmitter.

**Neck strap hook:** Clip the neck strap only to this hook when neck strap use is required.

**Servo reversing switches:** Switches that reverse the direction of operation of the servos. The lower position is the normal side and the upper position is the reverse side.

- <Chassis dial>
- 1 Aileron (CH1)
- 2 Elevator (CH2)
- 3 Throttle (CH3)
- 4 Rudder (CH4)
- 5 Landing gear (CH5)
- 6 Flap (CH6)

- <Operating direction dial>
- REV Reverse side
- NOR Normal side



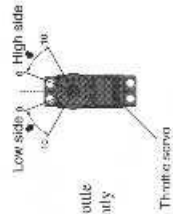
## BEFORE USE

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**Landing gear switch:** Controls the raising and lowering of retractable landing gear. Not all models will use this function.



**Flap knob:** Controls the flap servo(CH16).

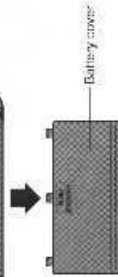
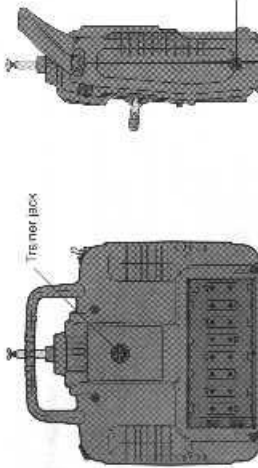


**Throttle ATV trimmer(LOW/HIGH):** Used to adjust throttle servo travel limits. Servo travel can be adjusted independently in each direction.



**Trainer switch:** Operates the instructor transmitter when using the trainer function. The student transmitter can be operated only while this switching is being pressed.

## Transmitter ~~TOP~~ (Rear Panel/Side Panel)



**Trainer Jack:** Connects the trainer cord when using the trainer function. The trainer cord is sold separately. See page 19 for the trainer function operation instructions.

**Battery cover:** Use when replacing the battery. Slide the cover downward while pressing the part marked "PUSH".

**Charging Jack:** Charging Jack when charging the transmitter nicd battery.

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⊘ Do not charge a dry battery.

A dry battery may be charged and cause overheating or breakage and electrolyte leakage and result in burns or damage by chemical matter.

### Charging the Nicd Battery

#### ⚠ WARNING

⊘ Never plug the special charger into an AC outlet other than specific voltage.

If the charger is plugged into an AC outlet other than specific voltage, overheating, sparking, etc. may cause burns, fire, etc.

⚠ Use the special charger, or digital proportional R/C quick charger, sold separately to charge the digital proportional R/C nicd battery.

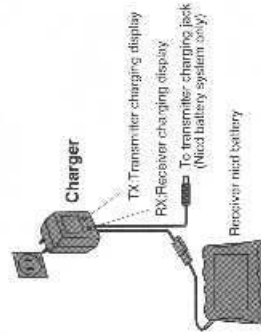
Overcharging will cause burns, fire, injury, or blindness due to overheating, breakage, electrolyte leakage, etc.

#### ⚠ CAUTION

⚠ When not using the nicd battery charger, disconnect it from the AC outlet.

The transmitter and receiver nicd batteries can be charged simultaneously or independently.

- 1 Connect the charger transmitter connector to the transmitter charging jack and the charger receiver connector to the receiver servo nicd battery.
- 2 Connect the charger to an AC outlet.
- 3 Check that the charging LED light.
- 4 At the end of charging, disconnect the charger from the AC outlet.





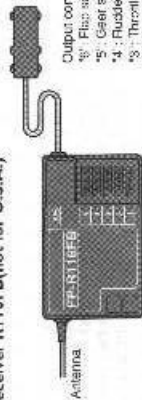
**Receiver R127DF**



- Output connector/Battery connector
- \*7: (Not Used) (CH7)
  - \*6: Flap servo (CH6)
  - \*5: Gear servo (CH5)
  - \*4: Rudder servo (CH4)
  - \*3: Throttle servo (CH3)
  - \*2: Elevator servo (CH2)
  - \*1: Aileron servo (CH1)
  - \*g: Battery connector

**Crystal:** The crystal is replaced from the side of the receiver.

**Receiver R116FB(not for U.S.A.)**



- Output connector/Battery connector
- \*6: Flap servo (CH6)
  - \*5: Gear servo (CH5)
  - \*4: Rudder servo (CH4)
  - \*3: Throttle servo (CH3)
  - \*2: Elevator servo (CH2)
  - \*1: Aileron servo (CH1)
- Battery connector and Output connector "g"

**Crystal:** The crystal is replaced from the rear of the receiver.

**Servo S1003**



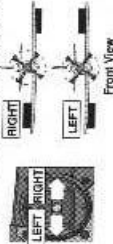
- Accessories:** The following items are supplied with the set:
- Spare servo horn. Use to match the application.
  - Servo mounting parts: Rubber bushing, grommet, wood screw

**Transmitter Operation and Movement of Each Servo**

Before making any adjustments, learn the operation of the transmitter and the movement of each servo. (In the following descriptions, the transmitter is assumed to be in the standby state.)

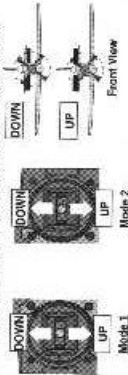
**Aileron Operation**

When the aileron stick is moved to the right, the right aileron is raised and the left aileron is lowered, relative to the direction of flight, and the plane turns to the right. When the aileron stick is moved to the left, the ailerons move in the opposite direction. To level the plane, the aileron stick must be moved in the opposite direction. When the aileron stick is tilted and held, the plane will roll.



**Elevator Operation**

When the elevator stick is pulled back, the tail elevator is raised and the tail of the plane is forced down, the air flow applied to the wings is changed, the lifting force is increased, and the plane climbs (UP operation). When the elevator stick is pushed forward, the elevator is lowered, the tail of the plane is forced up, the air flow applied to the wings is changed, the lifting force is decreased, and the plane dives (DOWN operation).



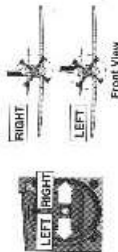
**Throttle Operation**

When the throttle stick is pulled back, the engine throttle lever arm moves to the SLOW (low speed) side. When the throttle stick is pushed forward, the throttle lever arm moves to the HIGH (high speed) side.



**Rudder Operation**

When the rudder stick is moved to the right, the rudder moves to the right and the nose points to the right, relative to the direction of flight. When the rudder stick is moved to the left, the rudder moves to the left and the nose points to the left and the direction of travel of the plane changes.



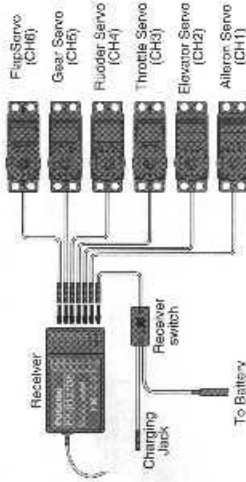
## INSTALLATION AND ADJUSTMENT

This section describes the installation method and adjustment method after installation when installing the receiver, servos, etc. to the plane.

### Connections

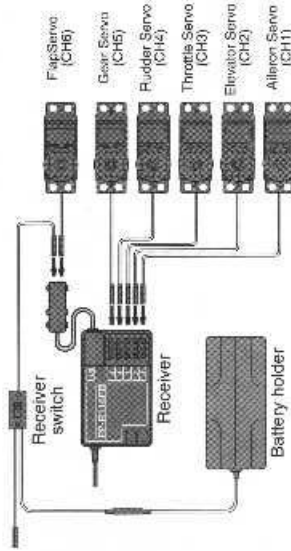
Connection examples are shown below. Make the connections, matched to the type of set.

#### Connection Example(R127DF)



\*Four servos are supplied as standard.

#### Connection Example(R116FB)(not for U.S.A.)



\*Insert four batteries.

\*When using five or more servos, use the nicd battery solo separately.

## WARNING

### (Connector, Connection)

Insert the receiver, servo, and battery connectors fully and firmly.

If vibration, etc., causes a connector to work loose during flight, the plane may crash.

### (Receiver Vibrationproofing / Waterproofing)

Vibrationproof the receiver by wrapping it in sponge rubber or some such material. If the receiver may get wet, waterproof it by placing it in a plastic bag.

If the receiver is subjected to strong vibration and shock, or gets wet, it may operate erroneously and cause a crash.

### (Receiver Antenna)

Do not cut or bundle the receiver antenna. Also, do not bundle the antenna together with the servo lead wires.



Cutting or bundling the receiver antenna will lower the receiver sensitivity and shorten the flight range and cause a crash. Use a rubber bushing, etc. at the part at which the antenna comes out of the fuselage so that it will not break. Also tie a knot in the antenna wire near the fuselage so that the antenna cannot be pulled out.

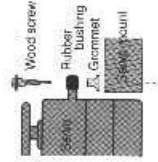
### (Servo Throw)

Operate each servo horn over its full stroke and adjust so that the pushrod does not bind or is not too loose.

Unreasonable force applied to the servo horn will adversely affect the servo and drain the battery quickly.

### (Servo Installation)

Install the servos to the servo mount, etc. through a rubber bushing. Also install the servos so that the servo case does not directly touch the servo mount or other parts of the fuselage.



### (Servo Horn Screw)

Use the horn set screw supplied with the servo.

If a long screw is used, the interior of the servo may be damaged.

### Power Switch Installation

When installing a receiver power switch to the fuselage, cut a rectangular hole somewhat larger than the full stroke of the switch knob and install the switch so it moves smoothly from ON to OFF.

Also install the switch where it will not come into direct contact with engine oil, dust, etc. Generally, install the switch to the fuselage at the side opposite the muffler exhaust.



### Adjustments

The operating direction, neutral position, and steering angle of each servo are adjusted.

### ⚠ CAUTION

- 1 The basic linkages and adjustments of the fuselage conform to the fuselage design drawings and kit instruction manual. Be sure that the center of gravity is at the prescribed position.

#### Adjustment Procedure

Before making any adjustments, set all the SERVO REVERSER switches on the front of the transmitter to the lowest (LOW) position and set the both THROTTLE A (V) trimmer (LOW/HIGH) in the maximum ("10") point. (Set the switches and the trimmers with a small screwdriver, etc.)

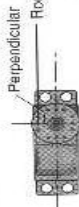
Turn on the transmitter and receiver power switches and make the following adjustments

- 1 Check the direction of operation of each servo.



If a servo operates in the wrong direction, switch its SERVO REVERSER switch. (The direction of operation can be changed without changing the linkage.) Note that the direction of the aileron servo is easily mistaken. (See page 14 for a transmitter operation instruction.)

- 2 Check the aileron, elevator, and rudder neutral adjustment and left-right (up-down) throw.



Check that when trimmed to the center, the servo horn is perpendicular to the servo and check the neutral position of the fuselage control surfaces (aileron, elevator, rudder, etc.). If the neutral position has changed, reset it by adjusting the length of the rod with the linkage rod adjuster.

When the throw is unsuitable (different from steering angle specified by the kit instruction manual), adjust it by changing the servo horn and each control surface horn rod.

- 3 Check the engine throttle (speed adjustment) linkage.

Change the servo horn installation position and hole position so that the throttle is opened fully when the throttle stick is set to HIGH (forward) and is closed fully when the throttle stick and throttle trim are set for maximum slow (backward) position and lower position, respectively.

- 4 After all the linkages have been connected, recheck the operating direction, throw, etc.

Before flight, adjust the aircraft in accordance with the kit and engine instruction manuals.

- 5 Fly the plane and trim each servo.

## USING OTHER FUNCTIONS

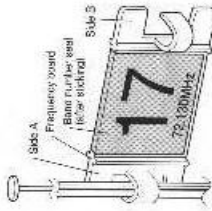
### Using the Frequency Board

- 1 Stick the band number seal to the frequency board.
- 2 Install the frequency board to the antenna.

Pass the frequency board over the small part of the antenna and slide it to the large part.

Use side A or side B, depending on the thickness of the antenna.

Cut off the unused side along the slot with cutters, etc.



### Non-slip Adjustable Lever Head

The length of the stick lever head can be adjusted.

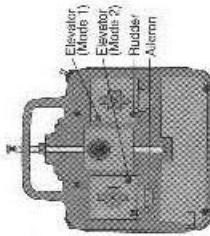
- 1 Unlock lever heads A and B by turning them in the arrow directions.
- 2 Set the stick to the most comfortable length and lock the lever heads by turning them in the opposite direction of the arrows.



### Stick Lever Spring Tension Adjustment

The stick spring strength can be adjusted. The operating feel of the aileron, elevator, and rudder sticks can be individually adjusted.

- 1 Remove the four transmitter rear case screws and remove the rear case.
- 2 Adjust the spring strength by turning the screw of the channel you want to adjust.
- 3 Close the rear case and tighten the four screws.



### Trainer Function

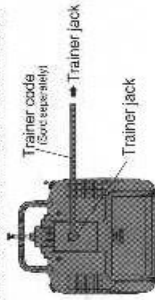
The trainer function is a very effective way for training students. To use it, the special trainer cord (sold separately) is necessary. The special trainer cord can be connected to SKYSPOR14, SKYSPOR16, 7U series, 8U series, and PCM1024Z series transmitters.

### ⚠ WARNING

- ⊘ Never turn on the student transmitter power switch. Turning on the power switch will cause interference and a crash.
- 1 Set the student and instructor transmitters to the same settings. For example, if the direction of operation is reversed, control will be lost and the plane will crash.
- 1 The opposite side can only use an FM (PPM) type transmitter. If the modulation method is different, control is impossible.

### Connection

Connect the student and instructor transmitters with the trainer cord.



### Operating Instructions

- Instructor side:** Turn on the power switch and extend the antenna to its full length. When the trainer switch is not pressed, the instructor has control. When the trainer switch is pressed, control is transferred to the student.
- Student side:** Never turn on the power switch.

## REFERENCE

\*Specifications and ratings are subject to change without prior notice.

### Ratings

#### Transmitter **T74F**

(2 sticks, 6 channels, FM transmitter)  
 Transmitting frequency: 29, 36, 38, 40, 41, 50, 60, 72, 75 MHz  
 Modulation method: FM (Frequency Modulation)  
 Power requirement: 12V (penlight battery x 4) or 9.0V nicd battery  
 Current drain: 100mA

#### Receiver **R116FB** (not for U.S.A.)

(6 channels, FM receiver)  
 Receiving frequency: 29, 36, 38, 40, 41, 60, 72 MHz  
 Intermediate frequency: 455kHz  
 Power requirement: 6V (penlight battery x 4) or 4.8V nicd battery (common with servo)  
 Current drain: 22mA  
 Size: 33.4x50.4x20.5mm  
 Weight: 30g

#### Receiver **R127DF**

(7 channels, FM dual conversion receiver)  
 Receiving frequency: 60, 66, 72, 75 MHz  
 Intermediate frequency: 1st IF: 0.7MHz, 2nd IF: 458kHz  
 Power requirement: 6V (penlight battery x 4) or 4.8V nicd battery (common with servo)  
 Current drain: 100mA  
 Size: 64.3x35.6x21.0mm  
 Weight: 40.5g

#### Servo **S3003**

(Standard servo)  
 Power requirement: 4.8V or 6V (common with receiver)  
 Current drain: 80mA (idle)  
 Output torque: 3.8kg cm (4.8V)  
 Operating speed: 0.23sec/60 degrees (4.8V)  
 Size: 40.4x19.6x30mm  
 Weight: 17.2g

### Frequencies

The following frequencies and channel numbers may be used for aircraft and surface in the United States:

#### 72 MHz Band: (Aircraft only)

72,010	11	72,210	21	72,410	31	72,610	41	72,810	51
72,030	12	72,230	22	72,430	32	72,630	42	72,830	52
72,050	13	72,250	23	72,450	33	72,650	43	72,850	53
72,070	14	72,270	24	72,470	34	72,670	44	72,870	54
72,090	15	72,290	25	72,490	35	72,690	45	72,890	55
72,110	16	72,310	26	72,510	36	72,710	46	72,910	56
72,130	17	72,330	27	72,530	37	72,730	47	72,930	57
72,150	18	72,350	28	72,550	38	72,750	48	72,950	58
72,170	19	72,370	29	72,570	39	72,770	49	72,970	59
72,190	20	72,390	30	72,590	40	72,790	50	72,990	60

#### 50 MHz Band: (Aircraft/surface) (no Amateur license required)

50,800	00	50,900	06
50,820	01	50,920	06
50,840	02	50,940	07
50,860	03	50,960	06
50,880	04	50,980	09

75 MHz Band: (carbont only)

75-410 81	75-510 71
75-400 82	75-500 72
75-450 83	75-550 73
75-470 84	75-570 74
75-490 85	75-590 75
75-510 86	75-610 76
75-530 87	75-630 77
75-550 88	75-650 78
75-570 89	75-670 79
75-590 90	75-690 80

### Troubleshooting

If your digital proportional R/C set does not operate, its range is short, it intermittently stops operating, or it operates erratically, take the action shown in the table below. If this does not correct the trouble, please contact a Futaba dealer.

Check point	Check item	Action
Transmitter/receiver battery	Dead battery	Recharge the receiver battery. Charge the transmitter battery.
	Incorrect loading	Reboot the batteries in the correct polarity.
	Faulty contact connection	If the contact spring is deformed, correct it.
	Dirty contacts	Wipe with a dry cloth.
Transmitter antenna	Loose	Screw in.
	Not extended to full length	Extend fully.
Crystal	Disconnected	Push in.
	Wrong band	Match bars in receiver hand.
	Different from specification	Replace with specified crystal.
Connector connector	Incorrect wiring	Reinsert.
	Disconnection	Push in.
Receiver antenna	Close to other wiring	Separate from other wiring.
	Not cut?	Request repair.
	Not bundled?	Install in accordance with instruction manual.
Servo linkage	Binding or looseness	Adjust at the linkage side.
Motor (electric motor slave)	Noise countermeasures	Install a noise absorbing capacitor.

### Glossary

The following defines the symbols and terms used in this instruction manual.

<b>Aileron (AIL)</b> Control surfaces on the left and right sides of the main wing of an aircraft. It usually controls turning of the aircraft.	<b>Reverse (REV)</b> With the servo reversing function, this is used to mean the reverse side. The opposite side is the normal side.
<b>Channel</b> Represents the number of control systems. It can also represent the number of servos that are operated.	<b>Rod</b> A bar that connects the servos and the fuselage control surfaces.
<b>Down</b> Means down elevator. It is the direction in which the trailing edge of the elevator is pointing down.	<b>Servo horn</b> A part that is installed to the shaft of a servo and changes the rotating motion of the servo to linear motion and transmits the linear motion to a rod. Servo horns come in various shapes.
<b>Elevator (ELE)</b> Control surfaces that move up and down on the horizontal stabilizer of an aircraft. It usually controls up and down.	<b>Servo mount</b> Fuselage base for installing a servo in the fuselage.
<b>Linkage</b> Mechanism that connects the servos and the fuselage control surfaces.	<b>Sack</b> Rod for operating the transmitter.
<b>Modulation method</b> Two modulation methods are used with radio control: AM (Amplitude Modulation) and FM (Frequency Modulation). Radio sets for aircraft usually use FM. Another method that encodes and transmits the modulated signals is called "PCM".	<b>Throttle (THR)</b> Part that controls the air mixture at the engine intake. When opened (throttle high side), the air mixture is sucked in and the engine speed increases. When closed (throttle low side), the engine speed decreases.
<b>Neutral</b> Means the neutral position. It is the state in which a transmitter stick returns to the center when not operated.	<b>Trim</b> A device that fine adjusts the neutral point of each servo for safety flying. It is a mechanism that corrects bad tendencies of the aircraft.
<b>Normal (NOR)</b> For the servo reversing function, it is the normal side. The opposite side is the reverse side.	<b>Up</b> Means up elevator. Direction in which the trailing edge of the elevator is pointing up.
<b>Rudder (RUD)</b> Tail control surface that controls the direction of the aircraft.	



## Repair Service

Before requesting repair, read this instruction manual again and recheck your system. Should the problem continue, request repair service as follows:

Describe the problem in as much detail as possible and send it with a detailed packing list together with the parts that require service.

- Symptom (including when the problem occurred)
- System (Transmitter, Receiver, Servo's and model numbers)
- Model (Model name)
- Model Numbers and Quantity
- Your Name, Address, and Telephone Number
- Dated Proof of Purchase (For Warranty Claims)

Please read the warranty card supplied with your system.

When requesting warranty, please send the card along with some type of dated proof of purchase.

If you have any questions regarding this product, please consult your local hobby dealer or contact the Futaba Service Center. The address and telephone number are listed below. (For U.S.A.) (Telephone inquiries are accepted from 8:30 AM to 5:00 PM PST daily, except on Saturdays, Sundays and Holidays.)

### Address (For U.S.A.)

Futaba Corp. of America  
11 Stuebli  
P.O. Box 118  
Pine, CA 92616 (919) 455-9888



FUTABA CORPORATION  
Makuhari Techno Center 206, 6-6-1-1 Nakao, Miharu-ku, Chiba 261 8355, Japan  
Phone: (043) 296-5118 Facsimile: (043) 296-5122