06

Setup of the RX2632V-D receiver

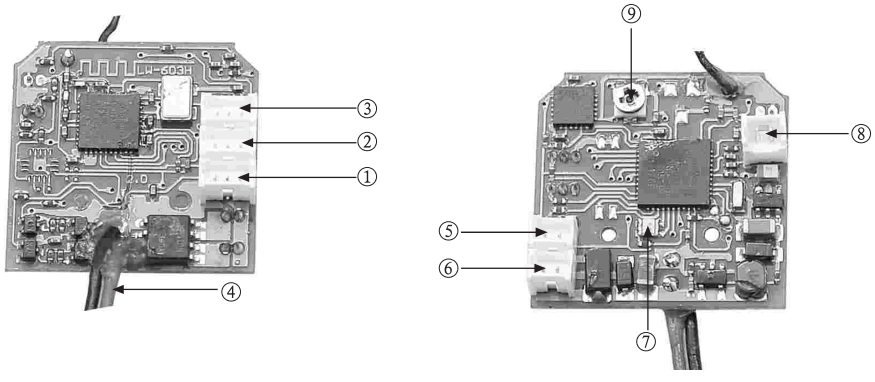
6.1 RX2632V-D receiver features

(1) The RX2632V-D receiver uses 2.4GHz spread spectrum technology with automatic scanning, code paring and LED bind indication functions.

(2) The use of a high performance receiver dramatically reduces the possibility of signal loss and ensures the accuracy and reliability of signal reception.

(3) 6-channel output makes multiple functions with fine control available.

(4) Elevator/Aileron gyro sensitivity can be adjusted precisely and specific to meet your operation habit.



6.2 Function of receiver

S/N	Name for short	Full name	Function
1	ELEV	Elevator servo	Connects to the elevator servo and receives the control signal of elevator servo.
2	AILE	Aileron servo	Connects to the aileron servo and receives the control signal of aileron servo.
3	PIT	Pitch servo	Connects to the PIT servo and receives the control signal of PIT servo.
4	BATT.	Power cable	Connects to the battery(3.7V)
5	MAIN MOTOR	Main motor	Connects to the main motor and receives the control signal of main motor.
6	TAIL MOTOR	Tail motor	Connects to the tail motor and receives the control signal of tail motor.
7	LED	LED	Displays the status of receiving signal.
8	SENSOR	Temperature sensor	connect temperature sensor and measure motors temperature.
9	ELE/AILE G.	Elevator/Aileron gyro sensitivity adjust knob	Adjusts the Elevator/Aileron gyro sensitivity, changes the flight effect.

6.3 Testing Mode setting

Switch MIX to position 2 and make sure the gyro setting position 2 value ≤50.0% . Meanwhile, the LED light starts to flash in red and green color alternatively, it enters into testing mode. Please test the helicopter by making the swash plate level through the servos and mechanic structure, and do PIT adjustment. Switch MIX to position 0 to enter into flight mode. Flight is prohibited under testing mode.

06

Setup of the RX2632V-D receiver

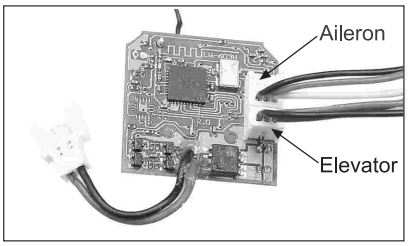
6.4 Guideline of Receiver use

(1) Status of LED indicator of receiver:quick flash means the signal is being received; solid lighting means the signal has been received; slow flash means no signal has been received.

(2) Elevator/Aileron gyro turning knob:CW rotating toward (+) increases the Elevator/Aileron gyro sensitivity and CCW rotating toward (-) decreases the Elevator/Aileron gyro sensitivity.

(3) Clear fix ID in receiver: Insert plug terminal into ELE channel on receiver to clear fix ID memory and disconnect plug terminal when the indicator on receiver start to flash.

(4) Upgrade receiver: please plug the three-colored wire (black, red and blue) terminal into ELE channel on receiver, meanwhile plug the other three-colored wire (black, red and yellow) terminal into Aileron channel (the fix ID will probably be cleared after upgrading). Please refer to illustration:



6.5 Channel connection of receiver

S/N	Receiver terminal	Connection method	Wire direction
1	ELEV	Connects to the plug of elevator servo signal wire	The white wire is facing right
2	AILE	Connects to the plug of aileron servo signal wire	The white wire is facing right
3	PIT	Connects to the plug of pitch servo signal wire	The white wire is facing right
5	MAIN-MOTOR	Connects to the plug of main motor signal wire	The red wire is facing right
6	TAIL-MOTOR	Connects to the plug of tail motor signal wire	The red wire is facing right
8	Temperature sensor	Connects to the plug of temperature sensor signal wire	The red wire is facing left

6.6 Matters needing attention

(1) All the signal wires should be connected in a correct way. Misconnection will result in failure to receive signal, even damage to receiver.

(2) Use special adjustment pen to rotate the servo extent knob and gyro sensitivity in order to avoid damaging knobs.

(3) The helicopter must be placed in horizontal level when matching code.

(4) Please strictly follow the sequence of "power on the transmitter first, then connect the battery". Turn on the transmitter, then connect the battery with receiver within 10 seconds, the red light on receiver begins to flash. The red light will get a solid light 1-3 seconds, after the transmitter finishes pairing with receiver, the red light will flash again. If the red light get a solid light and a mechanical BEEP sound can be heard from the servo, it means the receiver have received the signal from the transmitter and their codes match successfully.

07

Instruction for GA006 Charger

7.1 Instruction for GA006 Charger

(1) GA006 is suitable for 1 cell (3.7V) Li-ion or Li-polymer battery and can charge 2 pieces of batteries maximum at the same time.

(2) Please plug the pin of your battery into the jack of the GA006 first and then connect to the power. Otherwise, the LED may not become red and the voltage may be higher than 3.8V. You need to disconnect the USB power supplyand reconnect it.

(3) When USB power supply is well connected and battery is charging, the LED will become red. After your battery is full charged, the LED will not become red.

08

Servo setup and adjustment

8.1 Specification and function of servo

8.1.1 Specification of servo

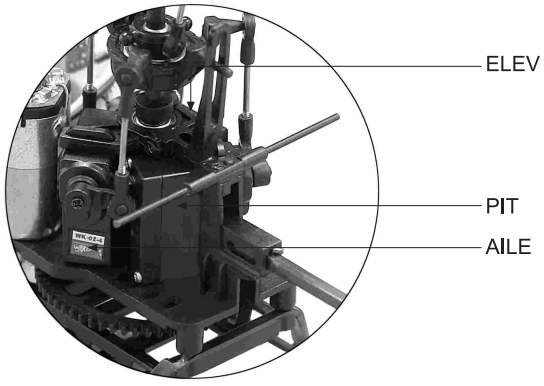
	Weight	Voltage	Speed	Dimension
WK-02-4	2.42g	3.0~4.5V	0.12sec/60°	16.5×6.8×15.7mm

8.1.2 Basic function of servo

A servo is an electro-mechanical device that converts a signal from the receiver into mechanical movement. By means of a sensor the accurate control of its direction and speed is possible.

8.2 Connection and adjustment of servos

8.2.1 Connection of servos



S/N	Receiver terminal	Connection method	Wire direction
1	ELEV	Connects to the plug of elevator servo signal wire	The white wire is facing right
2	AILE	Connects to the plug of aileron servo signal wire	The white wire is facing right
3	PIT	Connects to the plug of pitch servo signal wire	The white wire is facing right

8.2.2 Adjustment of servos

Before departure from the factory, all the servos have been correctly adjusted and are locked in the correct position. In general no adjustment is needed.

8.2.3 Matters needing attention

(1) All the plugs should be correctly connected. An incorrect connection will cause the servos not to function or to operate in a direction which is different from the one required.

(2) Please ensure that the travel extents of the servo bell cranks are all within the permitted maximum range after maintenance, replacement or adjustment of servo linkages. Failure to do this could cause a servo to jam at maximum travel causing loss of control, damage and possibly injury.

09

Steps of flight

9.1 Installation of battery pack

Install the battery pack into the battery compartment in the direction of the arrow.

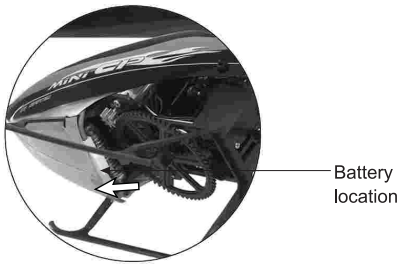
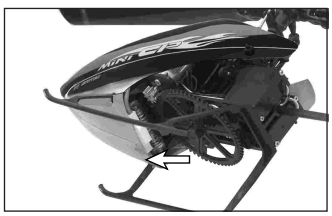


Diagram of battery installation.

9.2 Turn on the power

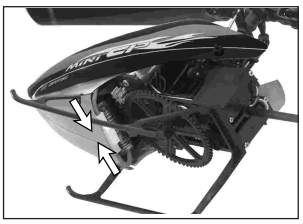
9.2.1 Turn on the power



1. Take off the canopy, and install the battery in the battery compartment.

2. Turn on the power of transmitter.

3. Pull down the throttle stick and throttle trim of transmitter to the lowest position, and then move the elevator trim, aileron trim, and rudder trim at the neutral positions, respectively.



4. Connect the power cable of the helicopter and wait to receive the signal from the transmitter. The helicopter should be placed on flat ground or surface during code paring (binding). Do not move the transmitter sticks or the helicopter until binding has completed.

9.2.2 Matters needing attention

(1) Please always strictly follow the sequence of "power on the transmitter first, then connect the battery". Turn on the transmitter, then connect the battery to the receiver within 10 seconds, the red light on the receiver will begin to flash. The flashing red light will turn to a solid red light for 1-3 seconds, after the transmitter finishes pairing with the receiver, the red light will flash again. If the red light then turns solid red and a mechanical BEEP sound can be heard from the servos/ESC, it means the receiver has successfully received the signal from the transmitter and their codes match.

(2) If more than 10 seconds passed before the power cable was connected binding will fail. When binding fails, disconnect the battery, turn off the transmitter and repeat step (1).

9.2.3 Trouble shooting a flashing receiver LED after connecting the power cable

Possible causes	Solutions
Code pairing failed.	Turn transmitter off then on and re-connect helicopter power cable.
The throttle trim and throttle stick of transmitter are not at the lowest position.	Pull down the throttle trim and throttle stick to the lowest position and re-code pair.
The transmitter battery is low or empty.	Replace transmitter battery and re-code pair (re-bind).
The helicopter battery is low or empty.	Replace the helicopter battery with a fresh pack and re-code pair.
No function in receiver or transmitter.	Replace faulty receiver or transmitter and re-code pair.

9.3 Adjustment before flight

Warning: Disconnect the power cable of main motor before adjustment for the sake of pilot's safety.

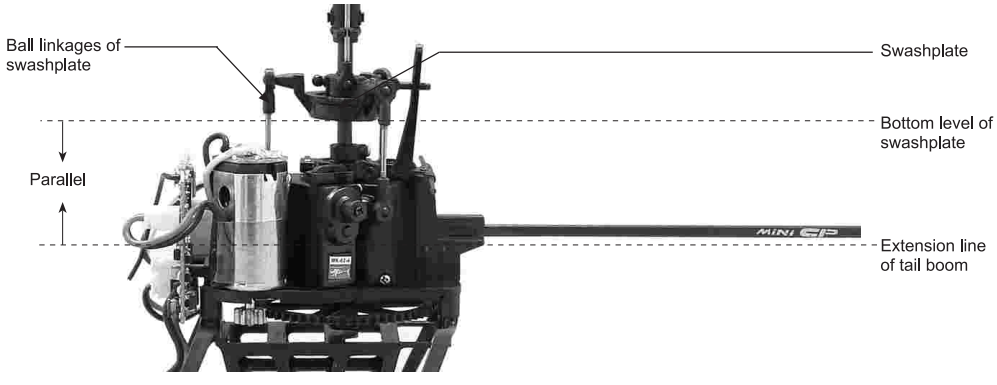
Matters needing attention: Before departing the factory, all of the components have been correctly adjusted. Normally it is not necessary to make any adjustment. However, due to disturbance during long-distance transportation, some joints, screws or parts may be loose or even damaged. For safety's sake, please refer to section 2.3 - "attention before flight" and strictly follow the helicopter checks described.

9.3.1 Adjustment of swashplate

Inspection of swashplate

Warning: Disconnect the power cable of main motor before adjustment for the sake of pilot's safety.

Place your helicopter on a spacious flat ground. Move the transmitter throttle stick and throttle trim to the lowest position. Move the elevator trim, aileron trim, and rudder trim to the neutral position. Turn on the transmitter first and then connect the power cable of the helicopter. After the LED on the receiver stops flashing and the beeps of the servos are heard, the transmitter and receiver are successfully connected. Next, check if the bottom plane of the swashplate is parallel to the longitudinal axis (front to back) of the helicopter - the extension line of the tail boom. Also check if the plane of the swashplate is parallel to the lateral axis (left to right) of the helicopter.



Adjustment of swashplate

Warning: Disconnect the power cable of main motor before adjustment for the sake of pilot's safety.

Servo bellcranks must be horizontal at mid throttle. Swashplate must be at center of travel at mid throttle.

If during the check above it is found that the swashplate is not level with either axis it can be adjusted using the following 2 steps:

(1) Adjust the servo bellcrank. First disconnect the helicopter power cable and turn off the transmitter. Unscrew the screw in the bellcrank of the servo and remove the bellcrank. Re-turn on the transmitter and re-connect the helicopter power cable in sequence. After code paring, replace the servo bellcrank so it is horizontal and check the swashplate is now level. If the swashplate is still angled or not at the center of travel, replace and re-tighten the bellcrank screw and move to step (2).

(2) Adjust the servo ball linkage. Adjust the length of the ball linkages of each servo until the swashplate is level and in the centre of the range of travel.