2.4GHz AFHSS

HiTEC

Lite4

2.4GHz 4 Channel Aircraft Radio

Instruction Manual

CE 1177

2.4GHz Band for use in :
AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, GB, GR, HU, IE, IT, LT, LU, LV, MT, NL, PL, PT, RO, SE, SI, SK, FR

LITE4 2.4 Instruction Manual

Introduction

Thank you for purchasing the LITE4 2.4 digital proportional radio control system.
LITE4 2.4 is easy to use and utilizes the latest in solid-state components for unsurpassed reliability and performance.
It is important that you read and understand this manual before you attempt to operate your system.

*NOTE : LITE4 2.4 is Compatible With all Minima Series Receivers. (Not Compatible With Optima Series Receivers)

Table of Contents

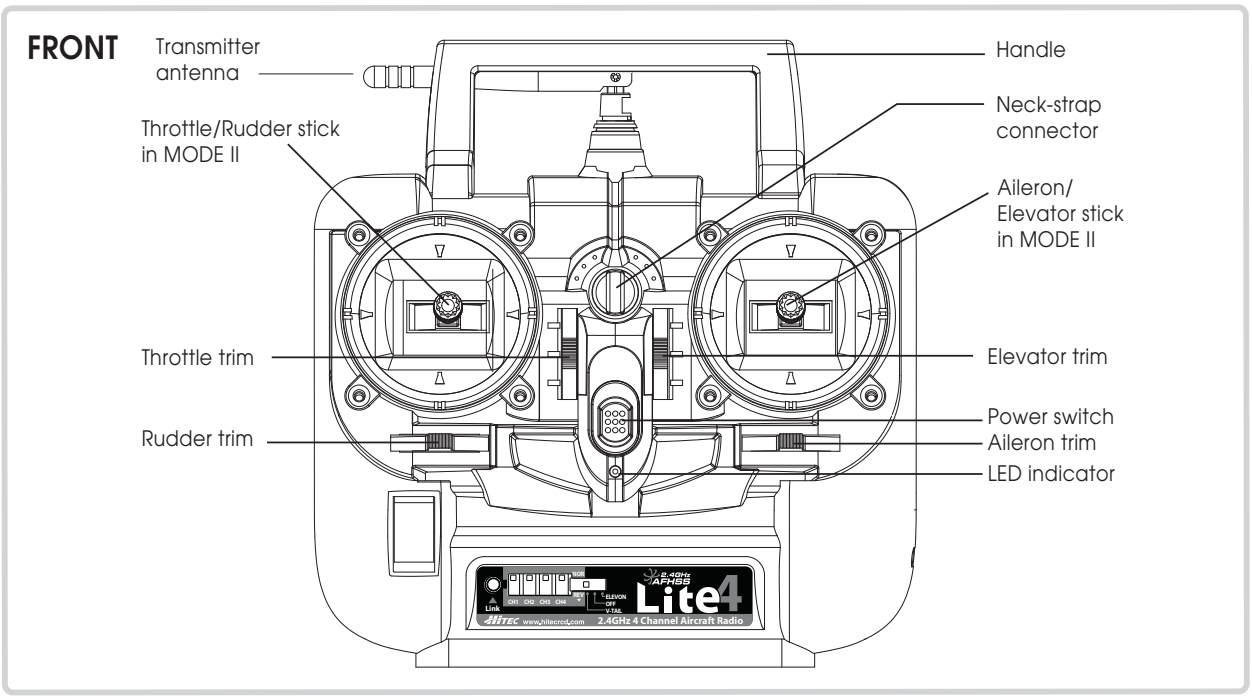
LITE4 2.4 Instruction Manual

1. TRANSMITTER

A. Features

- Ergonomically designed 4 channel 2.4GHz(AFHSS) transmitter.
- High quality precision gimbals with adjustable stick length and tension.
- Servo reversing on all channels.
- V-tail and Elevon Mixing
- Trainer system. (Slave mode only)
- Dry battery pack for 4cells for Alkaline battery
- Easy to read 1 LED battery indicators.
- SIC (Simulator Interface Cable) Compatible

B. Layout



"LINK" button and LED Indicator

The Link button can be used for the Link (ID setting) process between the LITE 4 2.4 radio and Hitec minima receiver, entering the power down mode for range check, activating SmartScan function. The LED indicator shows current working status of the radio with red lights.
For more detailed information, please read pages 10 and 11.

"Mixing (V-TAIL and ELEVON)" slide switch

The Mixing switch is used for mixing the function of servos with different wing types. (V-TAIL and ELEVON)

"REV (Servo Reverse)" slide switch

The REV switch is used for reversing the direction of the servos.

"Low Battery Warning"

When the transmitter battery power descends to 4.4v or lower, Red color LED will be blinking.

LITE4 2.4 Instruction Manual

C. Specifications

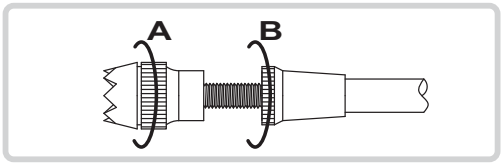
- Power supply : 6V 4cell Dry battery
- Current drain : 100mA
- Output power : 100mw
- Modulation : 2.4G AFHSS Single Directional

D. Servo Reversing

- LITE4 2.4 transmitter is equipped with servo reversing on all channels.
- If you need to change travel direction of rotation, open the battery case and move the servo reversing switch.

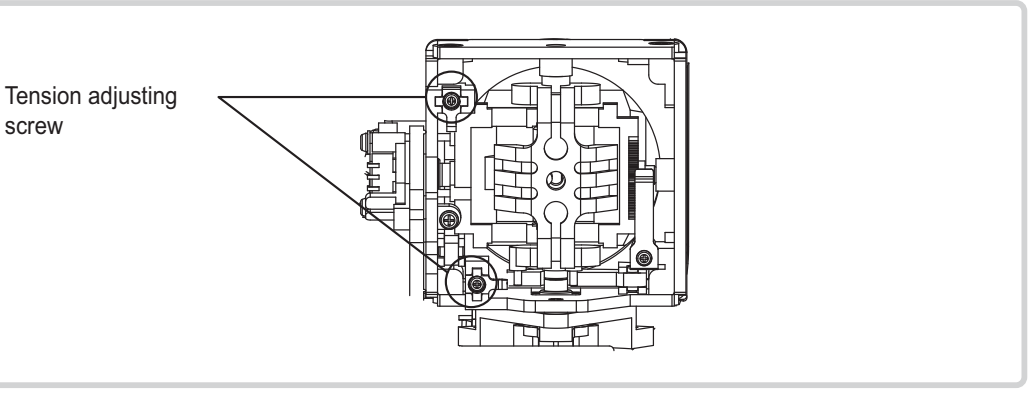
E. Control Stick Adjustment

- The length of the non-slip control sticks can be adjusted to suit the requirements of the user.



F. Stick Lever Tension Adjustment

- The unique open-stick assembly provides fully adjustable stick tension to adjust the feel of the sticks in your hands.
- You may adjust the stick tension of your sticks to provide the feel that you like for flying.
  To adjust your springs, you'll have to remove the rear case of the transmitter.
  Using a screwdriver, remove the six screws that hold the transmitter's rear cover into position, and put them in a safe place. Gently ease off the transmitter's rear cover and move it to the under side of the transmitter, carefully turning it as you would turn the page of a book.
  Now you'll see the view shown in the illustration.
  Using a small Philips screwdriver, rotate the adjusting screw for each stick for the desired spring tension.
  The tension increases when the adjusting screw is turned clockwise, and decreases for counterclockwise motion.
  When you are satisfied with the spring tensions, you may close the transmitter.
  Very carefully reinstall the rear cover. When the cover is properly in place, tighten the six screws.



LITE4 2.4 Lever Tension

G. Trim Levers

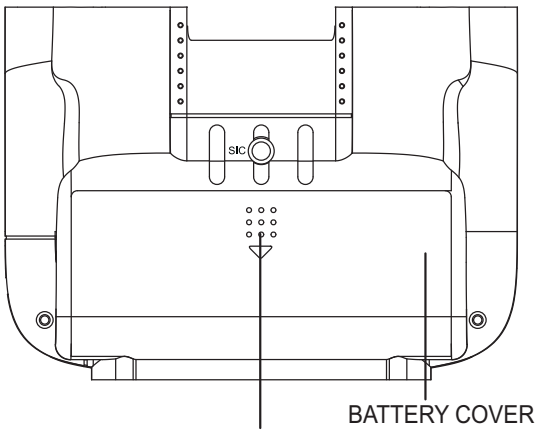
- The trim levers associated with each control stick are used to correct or (trim-out) the tracking of the aircraft.
- (Caution) Make sure the trims will move the surface past neutral when moved to their extremes. This will assure you have adequate trim control.
- After your plane's first test flight, note the positions of the control surfaces that required trim. Next, center the trims and turn the receiver off. Now adjust the control linkage on the plane so the surfaces are in the same position before the trim levers were re-centered.
- Turn on the radio and receiver and recheck the control surfaces to ensure that all the corrections were applied in the proper direction.

H. Reading the LED Battery Indicator

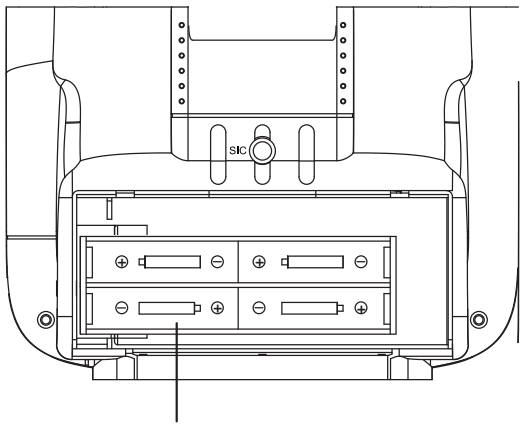
-There is one indicator lights on the face of the radio marked High and Low (blinking).
-These relate to the condition of your transmitter battery and the other setups. Please pay attention to these LED lights and stop flying when the LED light is blinking.

2. BATTERY INSTALLATION

- The transmitter requires four and the receiver battery pack needs four AA size batteries. These can be Alkaline cells
- When loading the batteries, make sure the receiver and transmitter switches are in the "off" position.
- Open the battery door in the back of the transmitter by pressing the tab on the bottom of the battery door and lifting up.
- Load batteries into the appropriate slots, taking care to install according to the proper polarity.
- Replace the battery door and turn the power "on".



TO OPEN THE BATTERY COVER OF THE LITE4 2.4 YOU NEED TO PRESS THIS AND PUSH IT DOWNWARD.



4 AA SIZE BATTERY.BE CAREFUL TO LOAD RIGHT DIRECTION OF BATTERIES (+ -)

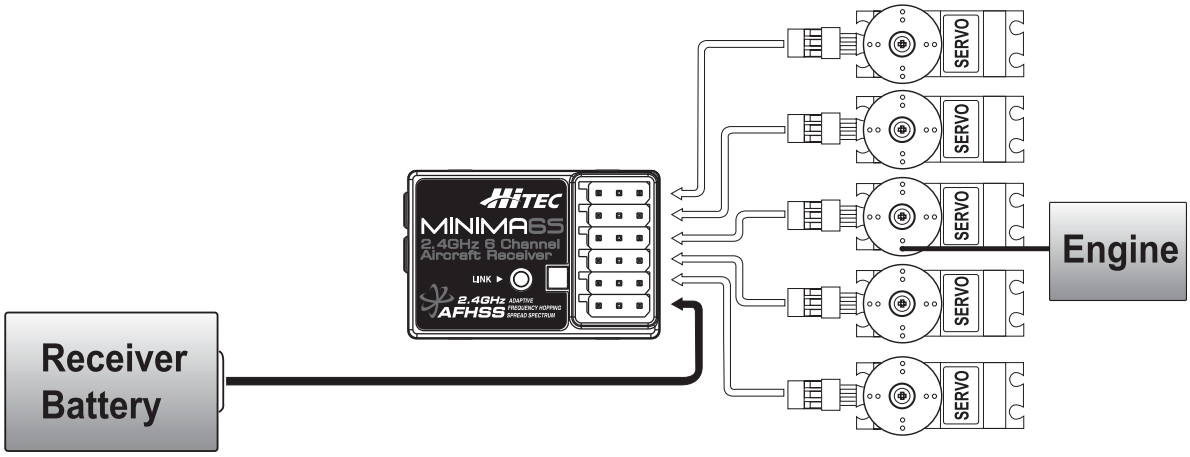
3. Operation

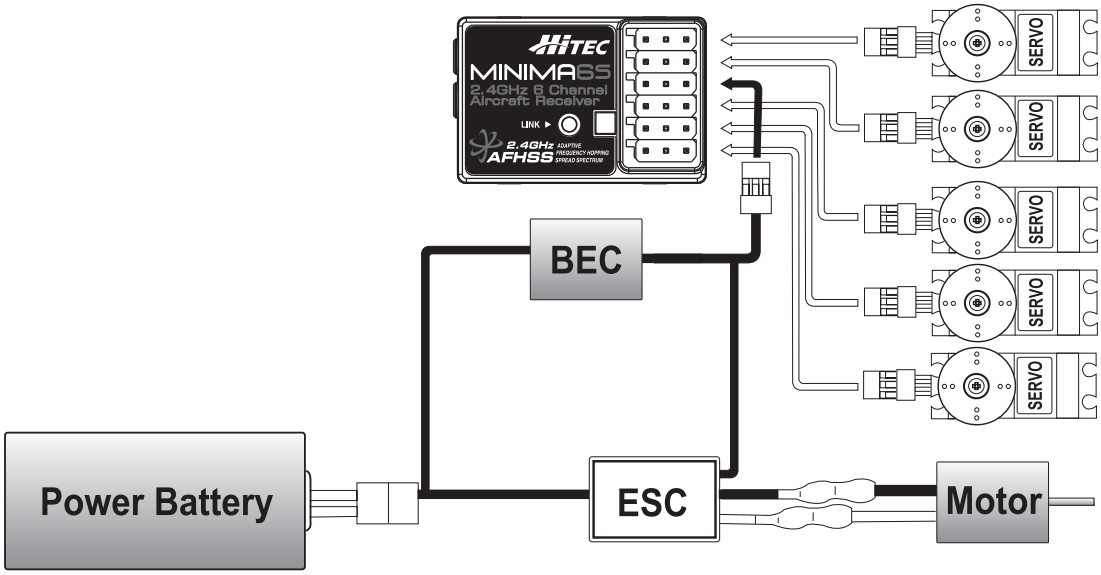
A. Connection Diagrams

Glow, Gas, Nitro or Electric-Powered Aircraft Using a Separate Receiver Battery.

Follow this connection diagram when using a dedicated 4.8 to 6.0V NiMH battery pack.

Warning : Verify your servos are rated for use with higher voltage(7.4V) batteries or a regulator.



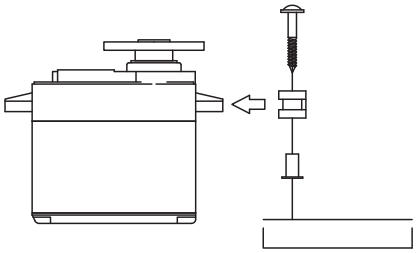


Optional BEC shown in diagram. It is recommended to use a large capacity BEC when a number of high torque servos are used and power requirements exceed that which the ESC provides.

B. Equipment Mounting

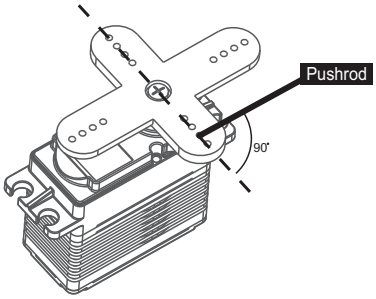
Mounting

When you mount each servo, use the supplied rubber grommets and insert an eyelet up through the bottom. Be sure not to over tighten the screws.
If any portion of the servo case directly contacts the fuselage or the servo rails, the rubber grommets will not be able to attenuate vibration, which can lead to mechanical wear and possible servo failure.



Servo Throw

Once you have installed the servos, operate each one over its full travel and check that the pushrod and output arms do not bind or collide with each other, even at extreme trim settings.
Check to see that each control linkage does not require undue force to move (if you hear a servo buzzing when there is no transmitter control motion, most likely there is too much friction in the control or pushrod).
Even though the servo will tolerate loads like this, they will drain the battery pack much more rapidly.



Factory Repair Service Information

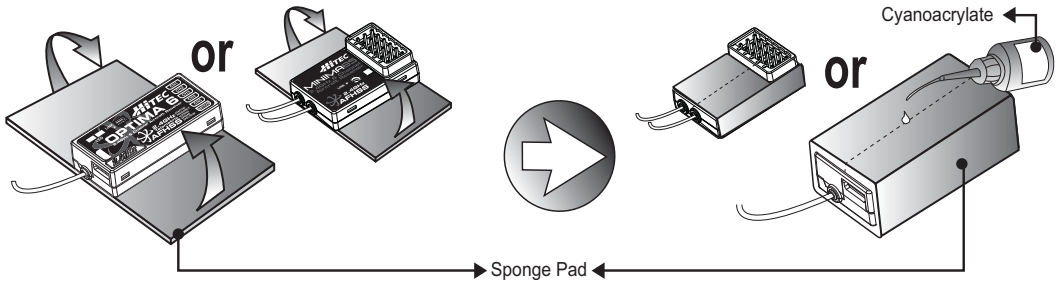
Please read the warranty card supplied with your system and return it. Before you decide to have your system repaired, if there is no apparent physical damage, read this instruction manual again and check to be sure that you are operating the system as it was designed to be operated.
If you are still having trouble, pack up your system in its original shipping materials and send it to the nearest authorized Hitec R/C Service Center.

Be sure to include a note in your package that describes the trouble in as much detail as possible, including: symptoms of the problem in as much detail as you can provide, including any unusual mounting conditions or equipment orientation, a list of items you are sending, and what you want to be repaired. Make sure you also provide your name, address and telephone number.

C. Vibration and Water (OPTIMA & MINIMA Series)

Vibration and Water

The receiver contains precision electronic parts. Be sure to avoid vibration, shock, and temperature extremes.
For protection, wrap the receiver in the "Flight Preserver" foam rubber, or use some other vibration-absorbing materials.
If you are flying near bodies of water, it's also a good idea to protect the receiver by placing it in a plastic bag and securing the open end of the bag with a rubber band before wrapping it with foam. If you accidentally get moisture inside the receiver, you may experience intermittent operation or a possible crash.

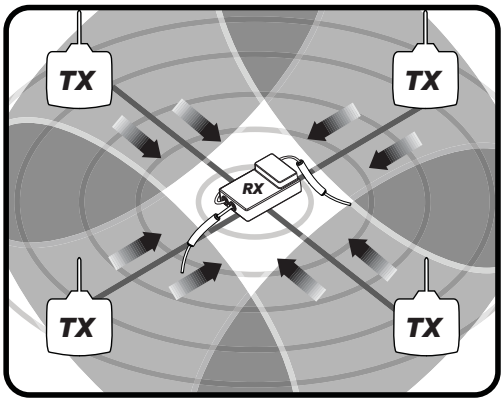


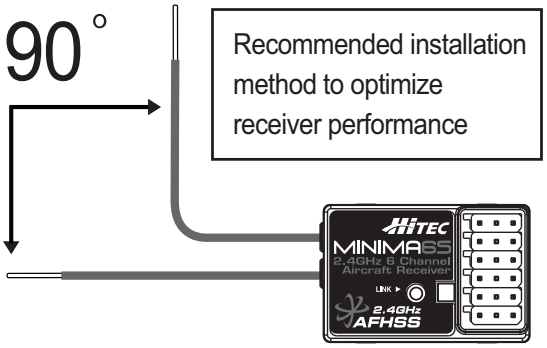
Switch Harness Installation

When you are ready to install the receiver's switch harness, remove the switch cover and use it as a template to cut screw holes and a rectangular hole slightly larger than the full stroke of the switch.
Choose a switch location on the opposite side of the fuselage from the engine exhaust, and choose a location where it can't be inadvertently turned on or off during handling or storage. Install the switch so that it moves without restriction and "snaps" from ON to OFF and vice versa.

D. Antenna Installation (MINIMA 6S)

The Minima 6S antenna system is made for high directivity consisting of two antennas. In order to maximize the functions of the Minimas, please install as shown below.





NOTE

****Detailed range check mothod can be found on page 19. During the range check period, you should be able to walk away at least 75 feet from the model without losing control or seeing "jitter" in the servos.***
The range check should be done with the motor running and the model should be securely restrained in case of loss of control.

Warnings

Never pinch or bend the antenna, such behavior will cause serious damage to the antenna.
Changing the length of the antenna reduces range.

Never cut the antenna, such behavior will seriously reduce the reception range.

E. Operating with a Trainer Cord

When used as a student radio, the LITE4 2.4 supports the trainer system. Instructions below provide general information about the trainer system and which method may work for you.

NOTE:
1. WHEN USING THE TRAINER SYSTEM IN THE STEREO JACK TO STEREO JACK FORMAT AS NOTED IN THE NEXT SEVERAL PARAGRAPHS, BOTH TRANSMITTERS ARE GOING TO TRANSMIT.
2. IF THE STUDENT TRANSMITTER HAS A REMOVABLE MODULE, REMOVE IT. THEN, IT WILL NOT BE TRANSMITTING. OTHERWISE, IF YOU ARE FLYING AT A CLUB FIELD USING FREQUENCY CONTROL, BE SURE YOU HAVE THE OK TO USE BOTH FREQUENCIES.
3. IF THERE IS NO REMOVABLE MODULE ON THE STUDENT TRANSMITTER, BOTH TRANSMITTERS MUST BE ON DIFFERENT FREQUENCIES.

1. To use the trainer system between STEREO Jack Transmitter and STEREO Jack Transmitter (Needs #58320 between 6-cell and 4 cellbattery radios).
   1) Set up both the student's and instructor's transmitter to have identical trim and control motions. If the instructor's transmitter is on a different frequency than the student's, use the student's transmitter as the master transmitter, and the other transmitter as the student's.
   2) Turn on the instructor's transmitter and DO NOT turn on the student's transmitter power.
      Plug Trainer Cord (#58320 Stereo Jack) accordingly into each transmitter. The trainer jack is on the back of the transmitter.
   3) Move the controls on the instructor's transmitter, and verify each control moves the proper direction. Now verify that the student's trims and control travels match the instructor's by switching the trainer button on and off while leaving the control sticks and trims alone then move the control sticks.
   4) The instructor's transmitter has normal control over the model unless the trainer button is pressed, passing control to the student's transmitter.
      If the student loses control, the instructor can quickly "take over" by releasing the trainer button and then controlling the model.

2. To use the trainer system between a STEREO Jack Transmitter and a DIN Jack Transmitter.
(Needs trainer cable package #58321 between 6-cell battery radio and 8-cell battery radio systems). Please read the following instructions carefully for using transmitters with DIN Jack and/or stereo jack for the trainer system. You will need the Trainer cable full package (#58321). This full package consists of a STEREO Jack trainer cable(#58320), Instructor DIN Jack and Student DIN Jack Adapter. This package allows the proper connection between a 6-cell battery system radio (ex. Optic 5 2.4, Optic 6 Sport 2.4, Aurora 9) and 8-cell battery system radio (ex. Optic 6 2.4 / Eclipse 7 2.4).

NOTE
This section tells you how to connect the transmitters only.
Please read the prior sections for the full information needed to properly operate the trainer cable system.

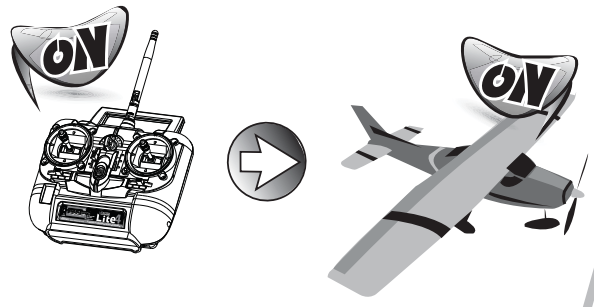
3. To use the trainer system between the Transmitter having a STEREO jack as INSTRUCTOR and Transmitter having DIN jack as STUDENT.
   1) Power on the INSTRUCTORS Transmitter having the STEREO Jack.
   2) Plug the STEREO Jack trainer cable (#58320) into the Master, or INSTRUCTOR'S transmitter . Note you will see "MAS MODE" on the LCD screen which means the transmitter is recognized as the INSTRUCTOR or "Master".
   3) Connect the DIN Jack adapter marked "STUDENT" from the cable package #58320 to the other end of the stereo connector cable. This combination enables you to connect the cable to the STUDENT transmitter with a DIN Jack connector.
   4) Plug the DIN connector into the socket on the STUDENT transmitter.
   5) Finally, power on the STUDENT transmitter. Though it is powered on, the STUDENT transmitter will not transmit the radio signal as long as the trainer cable is connected properly.
4. To use the trainer system between the Transmitter having a DIN jack as INSTRUCTOR and a Transmitter having a STEREO jack as STUDENT.
   1) Connect the INSTRUCTOR or DIN Jack adapter marker "Master" with #58320 stereo jack Trainer cable.
   2) Power on the INSTRUCTOR transmitter.
   3) Plug the combined trainer cable into the INSTRUCTOR transmitter DIN jack connection.
   4) The STUDENT transmitter should be turned off.
   5) Plug the trainer cable into the STUDENT transmitter with the stereo jack. The power to the STUDENT transmitter will turn on automatically (OPTIC 5 2.4 has no LCD screen and "SLV MODE" only)
   6) Though the STUDENT transmitter is powered on automatically, it will not transmit a radio signal as long as the trainer cable is connected properly.

NOTE

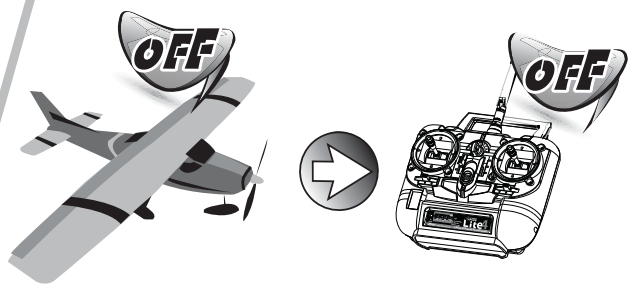
1) Do NOT turn on the power of the STUDENT transmitter having the STEREO Jack. Once you plug the trainer cable into the STUDENT Transmitter using the STEREO Jack, it will be powered on automatically.
2) All Transmitters in the trainer system use their own batteries. Both batteries in both the Instructor and Student Transmitters should be properly charged and installed when flying in the trainer mode.
3) You may wish to use a simple "contractors cord" knot on the cable to connect the adapter and to keep it from coming "unplugged" when using it. Heat shrink tubing or electrical tape can also be used.

4. Set-up and Use of the LITE4 2.4

To turn the system on and off, use the following sequence at all times.



Turning On -Turn on the transmitter, then turn on the receiver.

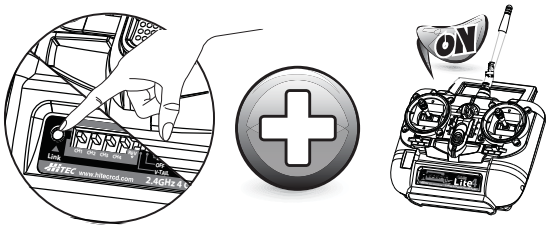


Turning Off -Turn off the receiver, then turn off the transmitter.

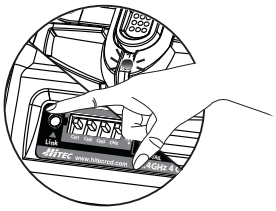
A. ID-Setup A.K.A, Link or Bind

Non-telemetry RXs (MINIMA & MICRO Series)

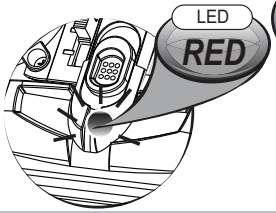
1. Press and hold the button on the module, and turn on the transmitter.



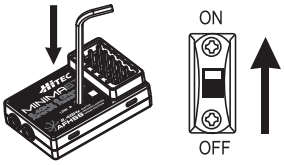
2. Release the link button.



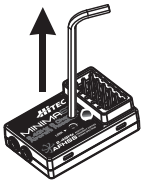
3. Check if RED LED is blinking. press the link button for 2 sec.



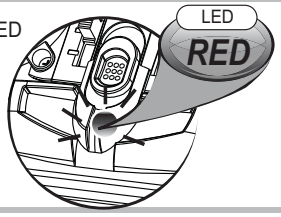
4. Press and hold the link button on Receiver and turn on the power.



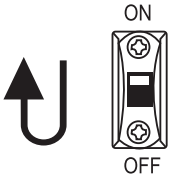
5. BLUE LEDs will blink rapidly to find the transmitter signal. Release the link button when BLUE LED on receiver glows steady.



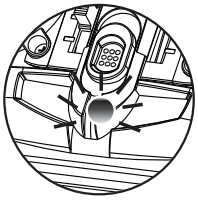
6. When the link is completed, RED LED on the module will blink.

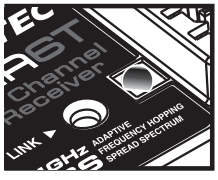


7. To save the setting, please reboot both transmitter and receiver.



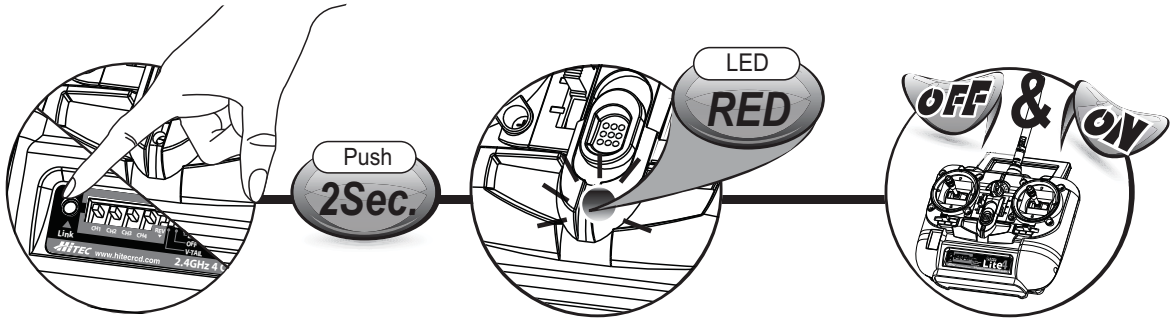
8. When they are turned on again, RED LED on the module(or radio) and BLUE LED on the receiver will glow steady.





B. SmartScan Function

Turn on the transmitter with pressing and holding the LINK button on the LITE4 2.4 for about 5sec.
When RED LED is blinking rapidly, release the Link button.
The LITE4 2.4 will automatically scan the frequency to find the cleanest and the most stable frequency in any area.
When the scan is completed, the RED LED on the module stops blinking. Re-boot the transmitter (turn Off and On) and follow the link process with your receiver.

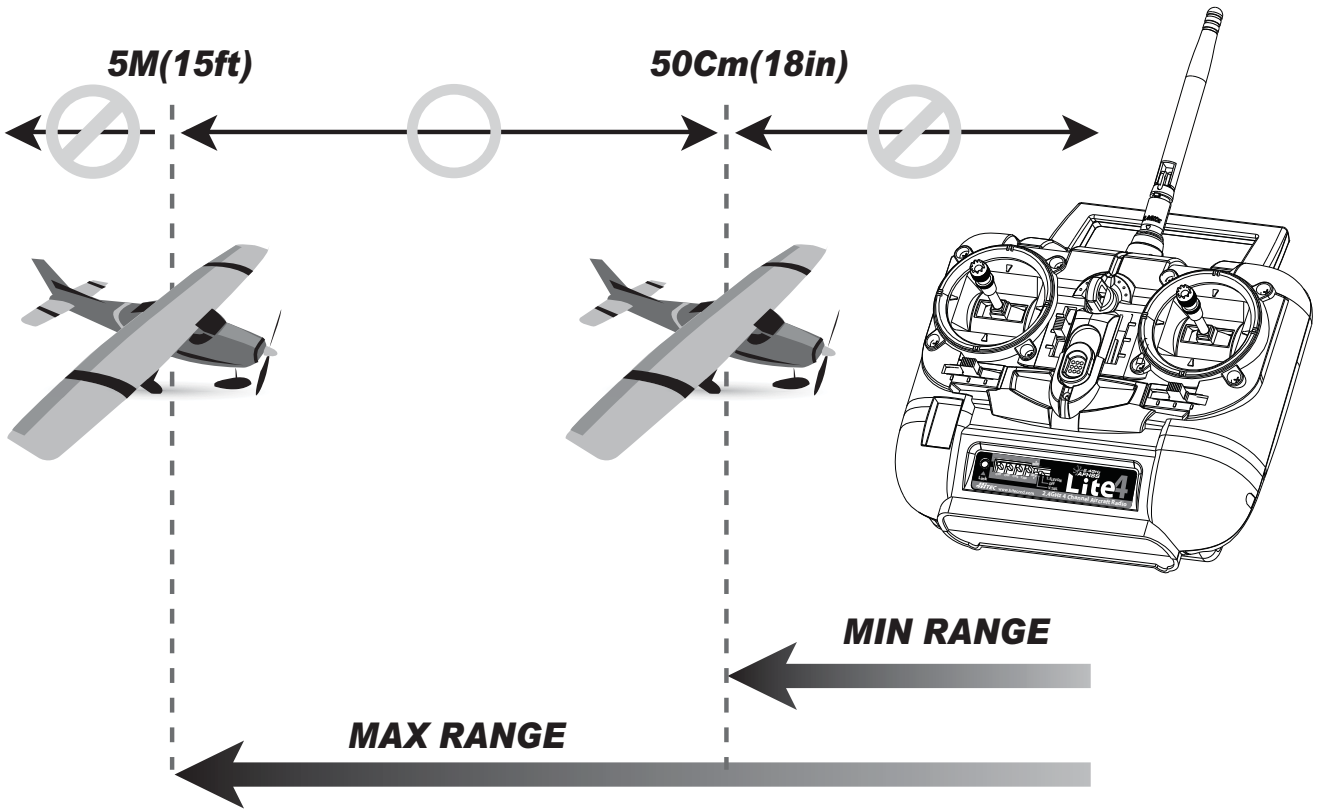


NOTE
After "Scanning," you need to do the link process again for all your receivers as receivers need new frequency hopping codes from the LITE4 2.4

C. Range Check Function

It is critical that before each flight session you perform a range check that confirms the signal between the receiver and transmitter is appropriate.
Unlike the FM/PPM or PCM signal radios, 2.4GHz systems use a fixed shorter, stubby transmitter antenna so the traditional method of range checking your system by lowering the transmitter antenna will not work.
We instead use a power-down mode to reduce the transmitter signal strength. Once the power-down mode is activated when LINK button is pressed, shortening the effective range 100 feet (30 m).
During this power-down mode, you should walk away from the secured aircraft, carrying the transmitter to a distance of approx. 30 meters in order to test the effective range.
When release LINK button, power-down mode is finished and return to normal range mode.

D. Min. and Max. Range for Binding



- Binding must be done within 15ft. (5m) of the transmitter and receiver.
- The Transmitter and receiver need to be at least 18in. (45cm) from each other to bind properly.

E. Receiver-Servo Connection List

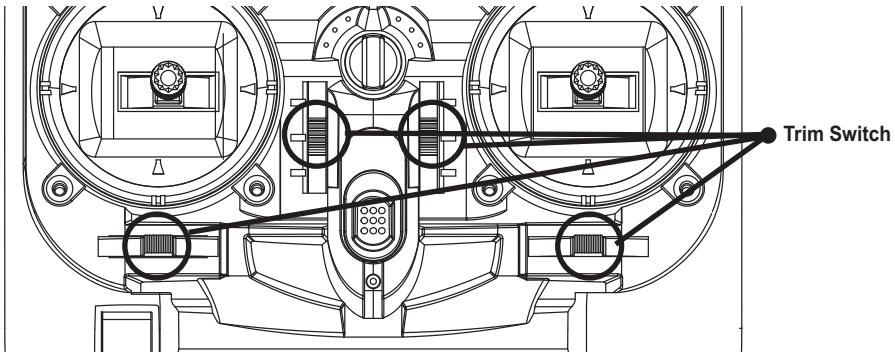
Receiver-Servo Connection List W/ LITE4 2.4

The table below shows where the aircraft's servos should plug into a receiver. Note that some functions shown will not operate until they are activated in the transmitter. The standard function is listed first for each channel.

RX CH	ACRO(Normal)	ACRO(Elevon)	ACRO(V-Tail)
One	Aileron	Right Elevon (ELVN on)	
Two	Elevator	Left Elevon (ELVN on)	Right Vtail (V-TAIL)
Three	Throttle (BEC In / Motor Signal Out)		
Four	Rudder		Left (V-Tail on)

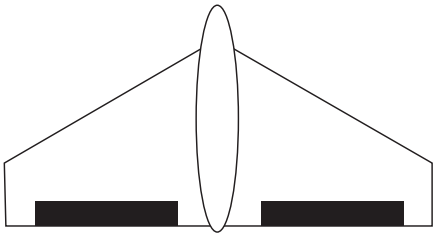
F. Trim Adjustment

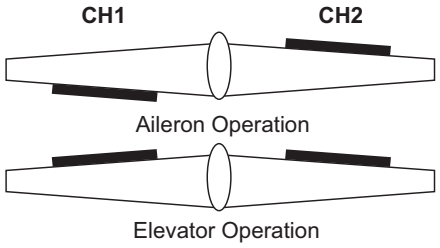
This is a function for setting the trim values for each of the servos, allowing you to make adjustments to each individual servo independently of the trim switches located near the control stick of the radio (which can be adjusted in flight).
We recommend that you first set up the model's servo pushrods so that the control surfaces are as centered as possible mechanically before attempting to adjust them in the trim switch. We also recommend that you try to keep all the trim values at the center position. If the values are skewed to once side, the servo's full range of travel may be restricted.

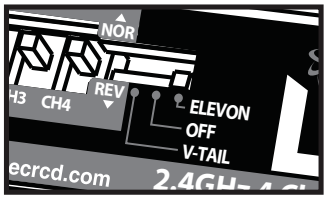


G. ELVN (Elevon Mix)

ELVN (Elevon mix)







Front view

If you are setting up a tail-less delta or flying wing aircraft, you can use this program to activate the pre-programmed elevon mix that mixes the output on the CH 1 aileron and CH 2 elevator servo channels.
As you will notice in the servo connection chart, you plug one aileron servo in the receiver's channel 1 slot and the other aileron servo into channel 2-the slot that usually feeds the elevator.
This is necessary because on these wing types, the ailerons must double as elevators.

NOTE:
When you activate ELVN, note that the V-tail mixing is rendered unavailable by the radio.
When you change the function of ELVN to V.TAIL or V.TAIL to ELVN,
Please TURN OFF THE TRANSMITTER FIRST and then change the function.
If you change the ELVN and V-TAIL functions when the transmitter is ON, nothing will be changed.

Setting Up Elevons

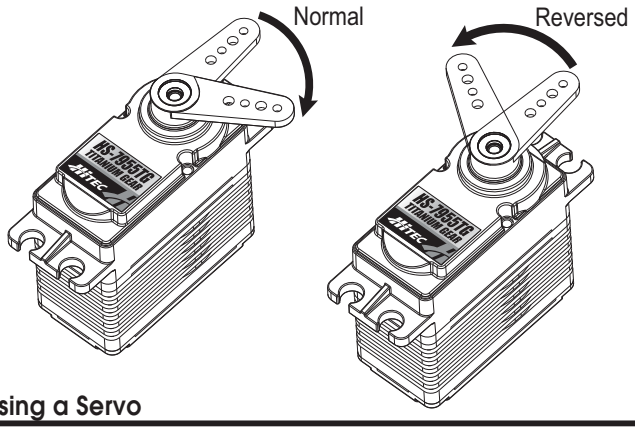
1) Activate the elevon function by pushing the pre-programmed switch to the left. Now check your model to see what happens when you move the right-hand joystick side to-side. The ailerons should go up and down appropriately.
   Move the joystick forward and back to see if the ailerons both respond correctly as elevators.
   If necessary, use the REV function to reverse an offending servo.

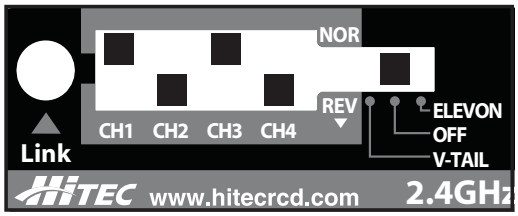
2) Now set the amount (and direction if necessary as noted above) of each servo-both as ailerons and as elevators.
   Because flying wings are extraordinarily pitch sensitive (because the elevator control surface is so close to the airframe's center of gravity), you generally need the elevator travel and adjust horn linkage hole to be much less than that of the ailerons.

H. S. REV (Servo Reverse)

S. REV (Servo Reverse)

When you first turn on your model, you will immediately see whether all the control surfaces are moving in the correct direction when you wiggle the controls. If any are moving in reverse, you can come to this screen to reverse the throw of the offending servo.





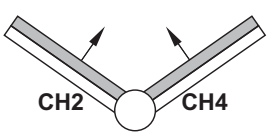
Reversing a Servo

Let's say your elevator is going down when you pull back on the joystick, that is definitely not going to be a good situation when you go to fly your plane! To reverse the elevator servo, come to the switch in front of the radio's front panel. You'll notice that the symbol NOR and REV, move the switch either NOR or REV to make the servo operate in the proper direction.

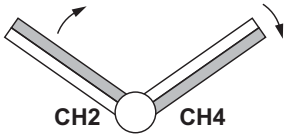
I. V.TAIL (V-Tail)

V.TAIL (V-Tail)

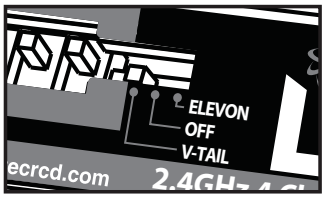
This is another built-in mixing program available on the LITE4 2.4 that mixes the rudder and elevator servos for controlling V-tailed aircraft. Similar to elevon programming, the two surfaces can move up and down together (for elevator control) or opposite (for rudder control in this case).



Up Elevator



Right Rudder (view from rear)



Surfaces can move up and down together (for elevator control) or opposite (for rudder control in this case).

NOTE:
When you select V.TAIL, the ELVN program is rendered unavailable.
When you change the function of ELVN to V.TAIL or V.TAIL to ELVN,
Please TURN OFF THE TRANSMITTER FIRST and then change the function.
If you change the ELVN and V-TAIL functions when the transmitter is ON, nothing will be changed.

Setting Up a V-Tail

1) Activate the function by pushing the pre-programmed switch to the right.
2) With your model turned on, check your servo travel directions (both rudder and elevator channels) to be sure they are correct. Use the REV switch if necessary to make the correction.

5. Precautions

- Always turn your transmitter on first and off last.
- Never fly your airplane without first performing a proper range check.
- FCC regulation in the USA prohibits consumers from changing the crystal in the transmitter.
  For channel changes send your system to an authorized service/repair center.
- Never fly around or over houses, people or power lines.
- Always charge your batteries before you fly.
- Always fly responsibly and respect the rights of others.
- Make sure your frequency is clear before turning on your system.

6. Mode Change

The mode can be changed by distributor in your country if you wish to change the mode. (mode 1 and2)
It is not allowed to change the mode by yourself at your discretion.

7. Service & Support

Hitec Customer Service
Help is available from Hitec customer service through phone support and e-mail inquiries.
Our US office is generally open Monday thru Friday, 8:00AM to 4:30PM PST. These hours and days may vary by season. Every attempt is made to answer all incoming service calls. Should you get our voice mail, leave your name and number and a staff member will return your call.

Hitec Website
Make plans to visit the Hitec website, **www.hitecrcd.com**, on a regular basis. Not only is it full of specs and other information about the entire Hitec product line, our FAQ pages will eventually hold valuable information and updates regarding about the Spectra 2.4 module and Optima series of receivers.

The On-Line Community
One of the benefits of the extensive R/C online community is the vast wealth of archived knowledge available. Hitec sponsors forums on most of the popular R/C websites where a Hitec staff member or representative tries to answer all manner of product related questions. Bringing together strangers with common interests is proving to be one of the greatest gifts of the internet. If past history is any guide to the future, we are certain forums will be started about the Hitec 2.4GHz system and several are certain to stand out as valuable archives of information.

Warranty and Non-Warranty Service
All Hitec products carry a two year from date-of-purchase warranty against manufacturer's defects. Our trained and professional service representative will determine if the item will be repaired or replaced. To provide all the necessary information we need to administrate your repair, visit our website at **www.hitecrcd.com** and download the repair form, fill it out and send in your item for repair.

Hitec Service
12115 Paine St. Poway CA 92064
1-858-748-6948
E-mail: service@hitecrcd.com

openings and cause erratic operation or loss of control.
If you must fly in wet weather during a contest, be sure to protect your transmitter with a plastic bag or waterproof barrier.

FCC notice to users and product statements

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. CAUTION: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

CE1177 ⓘ

European CE notice to users and product statements

This product is CE marked according to the provisions of the R & TTE Directive (99/5/EC). Hereby, HITECRCD INC. declares that this product is in compliance with the essential requirements and other relevant provisions of Directive 1999/5/EC. For further information, please contact http://www.hitecrcd.com or http://www.hitecrcd.co.kr

Hitec Service
12115 Paine St. Poway CA 92064
1-858-748-6948
E-mail: service@hitecrcd.com

Product Approved to HITEC RCD, INC.

Manufacturer/Country: HITEC RCD, INC./The Philippines

Production Date:

FCC Information to User

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one of the following measures:

• Reorient or relocate the receiving antenna.

• Increase the separation between the equipment and receiver.

• Connect the equipment into an outlet on a circuit different from that to which the receiver is con-nected.

• Consult the dealer or an experienced radio/TV technician for help.

Caution

Modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

FCC Compliance Information : 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

IMPORTANT NOTE:

FCC RF Radiation Exposure Statement:

This equipment complies with FCC RF radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with a minimum distance of 20 centimeters between the radiator and your body.This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

IMPORTANT Safety Instruction:

CAUTION

To reduce the risk of electric shock, do not remove the top cover (or the rear section).
No user serviceable parts inside, refer servicing to qualified personnel.

This symbol, wherever it appears, alerts you to the presence of uninsulated dangerous voltage inside the enclosure-voltage that may be sufficient to constitute a risk of sock.

This symbol, wherever it appears, alerts you to the important operating and maintenance instructions in the accompanying literature. Please read the manual.

1) Read these instructions.

2) Keep these instructions.

3) Heed all warnings.

4) Follow all instructions.

5) Do not use this equipment near water.

6) Do not using near any heat sources such as radiators, heat resisters, stove, or other equipment that produce heat.

CAUTION
RISK OF EXPLOSION IF BATTERY IS REPLACED
BY AN INCORRECT TYPE.
DISPOSE OF USED BATTERIES ACCORDING
TO THE INSTRUCTIONS

CONTACT INFORMATION

Manufacturer Address : Lot 6 and 8, Blk. 24, Phase 4 CEPZ, Rosario, Cavite, Philippines

To locate in-country Hitec RCD KOREA, INC. distributors of the LITE4

please refer to the Hitec RCD KOREA, INC. Website http://www.hitecrcd.co.kr/

These distributor(s) represent local contacts for this product.

CORPORATE HEADQUARTERS:

Hitec RCD KOREA, INC.

653, YangCheong-Ri, Ochang-Eup, CheongWon-Gun, Chung Buk Province, Korea

Tel: 82-43-717-2071

Fax: 82-43-717-2193

Web: http://www.hitecrcd.co.kr/

This device complies with Industry Canada license-exempt RSS standard(s).

Operation is Subject to the following two condition: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

EUROPEAN UNION "DECLARATION OF CONFORMITY"

DECLARATION OF CONFORMITY

Hitec RCD KOREA, INC.

653, YangCheong-Ri, Ochang-Eup, CheongWon-Gun,

Chung Buk Province, Korea

declare under our sole responsibility that the product(s)

2.4GHz Radio Control System – LITE4

to which this declaration relate(s) is in conformance with the following standards:

EN 301 489-1 V1.8.1:2008
EN 301 489-17 V2.1.1 :2009
EN60950-1:2006
EN 300 328 V1.7.1:2006

following the provisions of the 1999/5/EC Directives.

2.4GHz 4 Channel Aircraft Radio

Congratulations again and have fun!