Manual for Hitec Ranger 2N

Welcome to the exciting world of R/C Modeling

Thank you for purchasing the Ranger 2N, two channel, AM radio system. The Ranger 2N is ergonomically designed using the finest components availible and engineered to provide years of trouble-free service.
Look for the complete line of entry level, sport and competition quality Hitec radio systems, servos, receivers, speed controls and battery chargers at your favorite hobby dealer.

Do a lay-out diagram of the 2N showing all the Features, switch positions and functions.

Set-up and installation of your new Ranger 2N

Please read the following section carefully before attempting to install the Ranger 2Z system.

BATTERY INSTALLATION

1. The transmitter requires eight and the receiver battery pack needs four AA size batteries. These can be Alkaline or Ni-cad cells. If you choose to install Ni-cad batteries, the optional CG-25A Hitec overnight wall charger can be used to re-charge them.

2. When loading the batteries make sure the receiver and transmitter switches are in the "off" position.

3. Open the battery door in the back of the transmitter by squeezing the tab on the bottom of the battery door and lifting up.

4. Load batteries into the appropriate slots, taking care to install according to the proper polarity.

5. Replace the battery door and turn the power "on". If the batteries are fresh and charged, the green L.E.D. will be lit. Should the battery power drop to an unacceptable level, the red L.E.D. will flash, warning the user of impending failure. At this point, replace the alkaline cells or charge the batteries if they are Ni-cads

Show battery loading drawing to represent the 2N battery installation

RADIO SYSTEM INSTALLATION

When installing the system in the model of your choice, please follow the detailed instructions found in the model kit.

1. Install the receiver to protect it from vibration and potential crash damage.

2. Typically one servo will be used for the steering and the other servo will be used to operate a mechanical speed control, or not used at all and an optional electronic speed control will be used.

3. If your vehicle is electric, there will be a proportional speed control you will wish to use. If your speed control is mechanical, it will require a servo to operate it. The battery and switch harness found in the kit must also be used to provide the receiver with power.

4. Should your model use an electronic speed control that has the option of the B.E.C. circuit (battery eliminator circuit), this feature will eliminate the receiver battery and use the motor battery to feed the receiver and servos through the speed control.

5. Please refer to the instructions that accompany your electronic speed control for installation.

Show drawing of the standard installation layout as in Ranger 2Z manual

OPERATION CHECK

1. Plug the switch harness and servo connectors into the proper slots. The connectors are polarized, so they should fit into the receiver only in the proper way. NEVER USE EXCESSIVE FORCE TO PLUG IN OR PULL OUT CONNECTORS.

2. Always turn the transmitter power switch “on” first, before the receiver switch to avoid damaging your equipment.

3. Move the trim levers to the “neutral” position

4. Check to see the servos move in the proper direction when the joysticks are moved. If you wish to change the direction of rotation, use the servo reversing switches on the front of the radio.

5. If you wish to have more forward throttle stick movement, push down the neutral position adjustment lever, this will give 30% more forward movement.

Show drawing of Neutral position adjustment lever.

HELPFUL HINTS

Antenna
Both the transmitter and the receiver antenna must be fully extended when in use. Do not cut off any excess receiver antenna wire or bundle it up, this will cut down on the operating range of the system.

Water, Dust and Fuel
Take suitable measures to protect your system from water, dust, oil and fuel.

Servo Linkage
Install your linkages to be free from binding and slop. If you hear severe “humming” from the servo it is an indication the servo is working too hard and the geometry of the linkage should be adjusted.

Throttle Ratchet
The spring mechanism on the throttle stick may be disconnected and an optional ratchet part # 58314 is available to fit on the throttle gimbal to facilitate a ratchet effect with detents.