

IKONNIK Xe
Xenon

ET4DS

Owner's Manual &
Technical Information



IKONNIK Xe
Xenon

ET4DS 4-CHANNEL
TRANSMITTER

Legal

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Before using your product, review all documentation and inspect the product carefully. If for some reason you decide it is not what you wanted, then do not continue with unpacking, setup or operation of your product. Your local hobby dealer cannot accept a product for return or exchange after partaking in actions that produce wear and tear.

Read, understand and follow all instructions and accompanying material carefully before operating or assembling your product to prevent serious damage. Failure to complete these tasks properly or intentional aversion to the content will be considered abuse and/or neglect.


Product specifications are subject to change without notice. Due to ongoing development, the actual product may vary from images shown.


This product contains chemicals known to the State of California to cause cancer, birth defects and other reproductive harm.

This product is not a toy! (14+) Recommended for ages 14 and up. Adult supervision required for ages under 18 years old. Contains small parts, keep out of reach of children 3 years of age and younger.

Important Information

Throughout this manual you will see different notes, cautions and warnings to help alert you to important information about the section you are reading. Please see below for the descriptions and what to look for to identify each type.

 **WARNING: THIS INFORMATION IS IMPERATIVE FOR YOU TO UNDERSTAND AND FOLLOW AS LACK OF COMPLIANCE WITH THE CONTENTS OF THE WARNING COULD CAUSE PERSONAL INJURY OR PROPERTY DAMAGE.**

 **CAUTION: THIS INFORMATION IS IMPORTANT FOR YOU TO UNDERSTAND AND FOLLOW AS LACK OF COMPLIANCE WITH THE CONTENTS OF THE CAUTION COULD CAUSE DAMAGE TO YOUR PRODUCT THAT IS NOT COVERED UNDER WARRANTY.**

Note/Tip: This information is important for you to keep in mind, most commonly used to recall previously given information or to direct you to or provide you with additional information on a subject.

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Notice

Your IKONNIK product is calibrated, paired and tested at the factory prior to final packaging. Some issues may arise during shipping and handling that can be easily resolved at home. For other adjustments it should be known that hobby grade radio controlled products such as those offered by IKONNIK differ from toy grade in that they are intended to be user-serviceable products where the user can program and maintain their own product. We try our best to ensure the information you need to introduce you to this form of product ownership is available to you through this manual. Please see the troubleshooting section at the back of this manual for assistance in resolving issues, either as they are experienced out of the box or as found after regular use.

Note: Assuming your product functions properly as intended out of the box, the best thing you can do is pay close attention to how it feels, sounds and functions. This will help you identify problems later since you will have a reference of how the product is supposed to perform.

If you require further information or assistance resolving a possible issue, please consult the warranty card included with your product.

Precautions



WARNING: ALWAYS KEEP LOOSE CLOTHING, HAIR, TOOLS OR OTHER MOVABLE OBJECTS AWAY FROM MOVING PARTS OF YOUR VEHICLE DURING SETUP AND CONFIGURATION. SPINNING TIRES CAN EXPAND AND MAKE CONTACT WITH SMALL TOOLS, OR HARDWARE AND SEND THEM FLYING AT HIGH SPEEDS RISKING INJURY TO YOU OR OTHERS AROUND YOU.

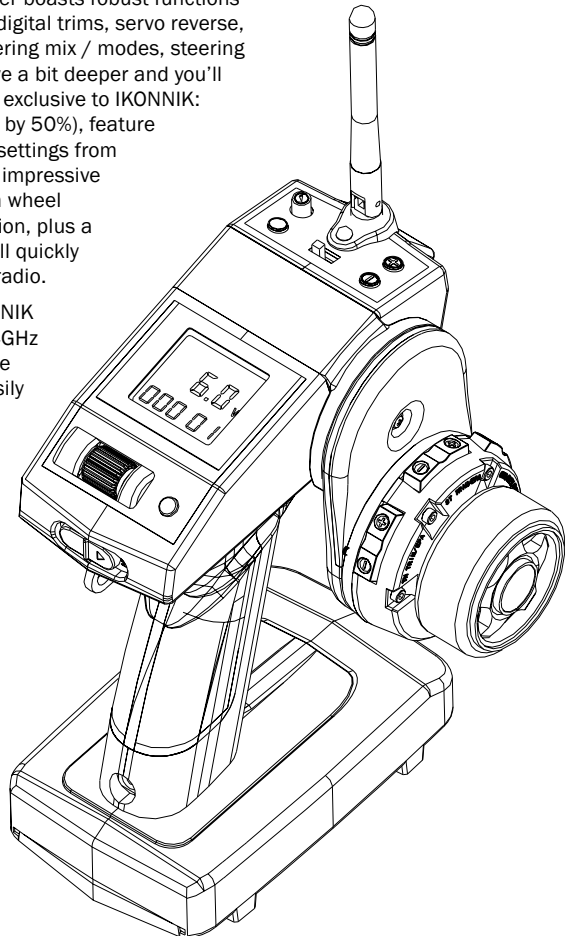
- Your model can cause serious damage or injury so please use caution and courtesy when operating your model.
- As a safety precaution, perform all transmitter (Tx) and receiver (Rx) adjustments with all parts of the vehicle off the ground. This ensures the complete control over the vehicle at all times during adjustments.
- Do not operate your model near traffic, bystanders, parking areas, or any other area that could result in injury to people or damage to property.
- If at any time during the operation of your model you observe any erratic or abnormal behavior of your model, immediately stop operation and bring the mode to a safe stop in a safe location to diagnose the problem.
- Always power on your transmitter before turning your vehicle on.
- If you have little or no experience operating R/C models, we strongly recommend you seek the assistance of your local hobby dealer.
- Do not expose the transmitter to water or excessive moisture.
- Do not operate radio controlled products in a lightning or thunder storm.
- Ensure your batteries (both Tx and vehicle) are charged before each use.
- Check all servos and electrical connections prior to each use.

R/C models are an extremely fun hobby, but safety should never be ignored or taken lightly. Always take caution when operating your model as damage to property and injury can result from careless operation. Please consult your local hobby dealer with any questions or troubleshooting issues. And of course don't forget to have fun, you deserve it after reading through all of these safety tips!

Introduction

As the most advanced 4-channel 2.4GHz radio in the IKONNIK surface range the ET4Ds offers features that are common only in high-end computer transmitters, in particular, an impressive 15-model memory, a blue backlit LCD and intuitive roller button interface. User-friendly, stylish and comfortable in the hand, the transmitter boasts robust functions such as end-point adjustment, dual rates, digital trims, servo reverse, exponential, ABS braking, rock crawler steering mix / modes, steering and throttle fail-safe and easy pairing. Delve a bit deeper and you'll also find three innovative features that are exclusive to IKONNIK: beginner mode (which restricts the throttle by 50%), feature lock (designed to protect your finely tuned settings from meddling hands), and factory reset. It's an impressive array and with a fully adjustable drop-down wheel position that suits left or right-hand operation, plus a useful front-facing LED torch, the ET4Ds will quickly become your favorite everyday grab 'n' go radio.

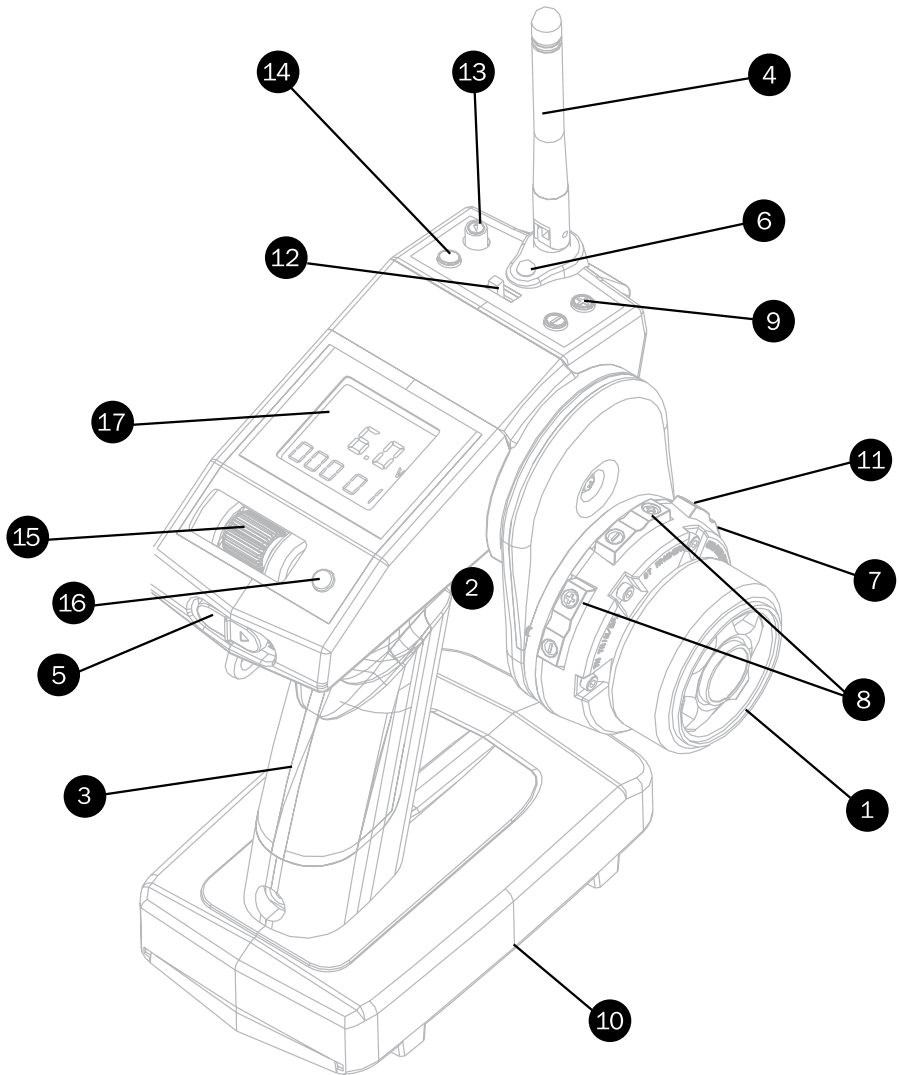
Ready to expand your collection? The IKONNIK ET4Ds is equipped with our proprietary 2.4GHz Xenon protocol. This means that any vehicle containing the IKONNIK Xenon logo will easily pair with one of the 15 model memories incorporated within your transmitter. Why take multiple transmitters with you when one will do?



Feature List

- 15 model memory with Pair Safe
- 2.4GHz operation avoids conflicts with other users
- Easily pairs with vehicles pre-equipped with IKONNIK Xenon technology
- Backlit LCD
- Roller button interface
- Ergonomic trigger and grip angle
- Drop-down wheel with adjustable position
- Left- and right-hand compatible operation
- Adjustable wheel tension
- Proportional steering and throttle control
- Digital steering trim
- Digital throttle trim
- End-Point Adjustment (EPA)
- Steering Dual Rate (D/R)
- Servo reversing
- Exponential
- ABS braking
- Rock crawler steering mix / modes
- Fail-safe
- Proportional 3rd channel knob
- 4th channel toggle
- Beginner mode (50% throttle)
- Feature lock
- Factory reset (each model and full memory)
- Inactivity warning
- Battery low voltage warning
- Folding antenna for storage
- Uses 4 AA batteries and compatible with NiMH packs
- Micro all-weather Xenon receiver

Identification of Parts

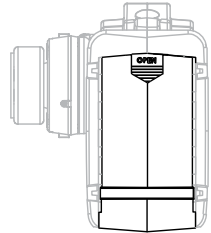


1. The wheel can be re-positioned and / or configured for left-hand use (see page 21 in this manual for details).
2. Throttle Trigger: Controls forward / reverse / brake motion (designed to be operated with index finger).
3. Hand Grip: For holding the transmitter.
4. Antenna: Transmits signal to the receiver located in the vehicle. Flip up when the transmitter is in use. Fold for storage.
5. Power switch: Turns the transmitter ON / OFF.
6. Multifunction Red Indicator LED.
 - a. Power indicator.
 - b. Low battery voltage warning. When flashing batteries should be replaced / recharged before continued use.
7. REV / Pair:
 - a. Use to reverse servo / channel operation.
 - b. Use to put the transmitter into pairing mode.
8. Digital Trim: All switches are digital so there's no need to readjust the trim position for different models after initial setup.
 - a. Steering: Controls the hands-off left / right direction of the vehicle.
 - b. Throttle: Adjusts the motor speed to STOP when the trigger is in the hands-off (neutral) position.
9. Dual Rate Adjustment / Memory Reset: Adjusts total travel of servo in both directions / Resets model memory or performs full TX factory reset
10. Battery compartment: Houses [4] AA batteries or a NiMH rechargeable battery pack for powering the transmitter.
11. Channel 4 / Fail-safe: Toggle Channel 4 ON / OFF. Use to set the fail-safe in case of signal loss.
12. Mode Switch:
 - a. Standard Mode: All functions are fully operational.
 - b. Feature Lock: Disables all buttons except steering trim.
 - c. Beginner Mode: Reduces throttle output to 50%.
13. Channel 3 adjustment knob.
14. LED Light ON / OFF: Use to switch the LED Light ON / OFF.
15. Roller button: Use to scroll through programming options and select an item.
16. Back button: Use to backtrack through the programming menus.
17. LCD

Battery Installation

4 x AA size alkaline batteries are the standard configuration and recommended for ease of use when getting started. Upgrading to a rechargeable battery pack can be carried out at any time.

1. Remove the battery cover from the transmitter.
2. Insert four new AA batteries according to the polarity markings on the battery holder.
3. Reinstall the battery cover.



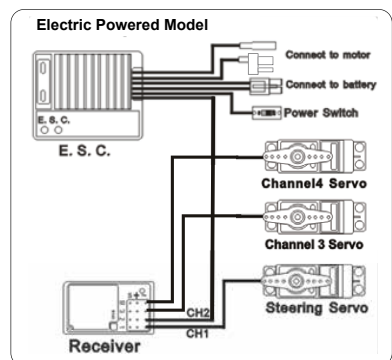
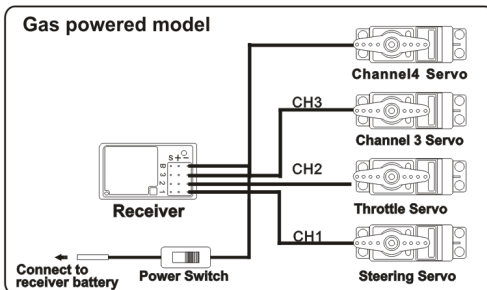
WARNING: DO NOT ATTEMPT TO CHARGE NON-RECHARGEABLE BATTERIES, YOU MAY CAUSE AN EXPLOSION.

Receiver Installation and Connection

Installation

To achieve full operating range with your radio system it is critical that the receiver antenna be undamaged and installed properly. It should be installed with as much of the antenna as possible in a vertical position. The end of the antenna should be contained inside an antenna tube. When installing:

- Ensure there are no kinks in the antenna or antenna tube.
- Never fold the end of the antenna over the tube, this will reduce the operating range of the system and damage the antenna.
- Ensure the receiver is mounted securely or padded against hard impacts.



Connection

- Channel 1: Controlled by the wheel, connect to a servo for steering.
- Channel 2: Controlled by the trigger, connect to the ESC or a servo for throttle/brake.
- Channel 3: Controlled by the adjustment knob (0-100%) for optional use. This port can also be used to connect a transponder device used in racing.

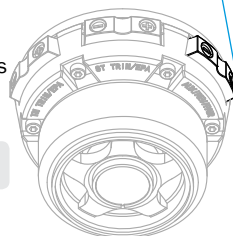
- AUX (Channel 4): Controlled by button (ON/OFF) for optional use. This port is most commonly used for LED light kits. Use this port to connect an external battery for use with gas powered vehicles.

⚠ CAUTION: NEVER CONNECT A BATTERY WITH VOLTAGE HIGHER THAN 6.0V TO THE RECEIVER, DOING SO COULD DAMAGE THE ELECTRONICS.

Pairing the Transmitter and Receiver

The process of allowing communication to occur between a 2.4GHz transmitter and receiver is called 'pairing' (sometimes referred to as 'matching' or 'binding'). The radio system comes pre-configured and paired from the factory. In the event that your system loses pairing, or one of the components has been replaced, you will need to pair the transmitter and receiver. Follow the steps below for pairing your radio system. For best results always ensure that both transmitter and receiver batteries are fully charged or new when performing this process.

REV/Pair
button



⚠ WARNING: AS A SAFETY PRECAUTION, PERFORM THE PAIRING PROCESS WITH ALL PARTS OF YOUR VEHICLE OFF THE GROUND AND THE WHEELS FREE TO SPIN.

1. With the transmitter in close proximity but not closer than 300mm (12inches) to the receiver, turn ON the receiver (the red LED will flash slowly) and press the PAIR button (the red LED will flash quickly indicating that the receiver is not paired to a transmitter that is on).
2. Ensure you are using the correct or desired model for your vehicle, re-check then continue if necessary.
3. Press the REV button **7** on the transmitter and turn the power ON. Release the REV button to put the transmitter into pairing mode.
4. Once the transmitter and receiver are paired, the receiver's LED will turn solid red. If the receiver's LED does not turn solid red, switch both the transmitter and receiver OFF and repeat steps 1 – 3.
5. Once pairing is complete, ensure normal operation of throttle and steering before placing the vehicle back on the ground.
6. If you experience anything other than normal operation, repeat the process or consult the Troubleshooting Guide in the full online manual.

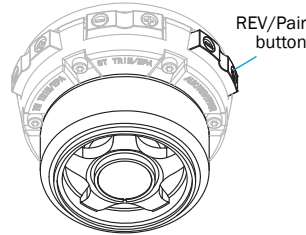
Basic Operation

The ET4Ds allows you to adjust a variety of settings that can improve the performance and handling of your vehicle. The most basic of these adjustments can be made in two ways, using either the external switches and buttons – **7 8 9 11 12 14** – or the LCD / Roller Button interface – **15 16 17**. Using the external switches and buttons adjustments can be made as described on the next page.

Channel Reverse (REV)

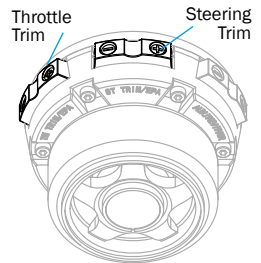
The channel reverse function sets the direction of operation for the servo or ESC relative to the transmitter steering and throttle inputs. This function would be used to correct, for example, if turning the transmitter steering wheel right resulted in the model turning left and vice versa. Some ESCs require channel 2 be reversed in order to program them properly.

⚠ WARNING: AS A SAFETY PRECAUTION, PERFORM THE CHANNEL REVERSE ADJUSTMENTS WITH THE MOTOR UNPLUGGED FROM THE ESC AND WITH ALL PARTS OF YOUR VEHICLE OFF THE GROUND.



Steering Reverse

1. Turn the steering wheel completely to the left (or right) and press the “REV” button for at least 3 seconds to reverse channel 1.
2. The transmitter will beep once for confirmation of “Normal” and twice for confirmation of “Reverse” setting.



Throttle Reverse

1. Pull the throttle trigger completely to full throttle (or push forward for full brake) and press the “REV” button for at least 3 seconds to reverse the Throttle (TH) channel.
2. The transmitter will beep once for confirmation of “Normal” and twice for confirmation of “Reverse” setting.

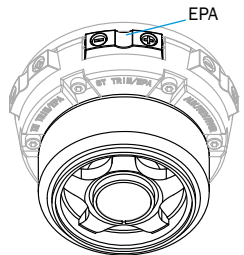
Digital Trim Settings

The channel trims of your models are stored in memory and do not need to be adjusted every time a model is re-selected.

Steering Trim (Channel 1): Use trim to ensure the vehicle can track straight with no steering input

Throttle Trim (Channel 2): Use trimmed so the vehicle is stationary when no throttle input is applied

- Press the (+) or (-) buttons for each channel to adjust the trim setting. A long beep will sound when the neutral position is reached.
- Once the trim setting reaches its limit, a long steady “beep” will sound.



End Point Adjustment (EPA)

End points are used to set the maximum travel for their respective channel. Steering end points are used to independently adjust the left and right steering angles relative to the steering wheel position. To adjust them both at the same time, see the section on Steering Dual-Rate. Throttle end points are used to independently adjust the full throttle and full brake position for an ESC or throttle servo. The end points are set by moving the transmitter control to its maximum position and using the corresponding (+) or (-) buttons to adjust the end point.

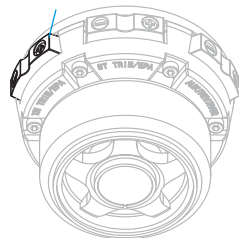
Note: The steering dual-rate should be set to 100% prior to setting steering EPA.

Steering EPA

⚠ CAUTION: BE CAREFUL TO NOT OVER-EXTEND THE STEERING THROW AS IT CAN CAUSE YOUR SERVO TO OVER-WORK AND OVER-HEAT.

- Turn the steering wheel completely to the left and use the 'ST+' or 'ST-' buttons to adjust the steering angle of the vehicle to maximum (sometimes this will require reducing the travel).
- Repeat this process for turning the wheel right.

Throttle
EPA buttons



Throttle and Brake EPA

⚠ CAUTION: FOR FUEL POWERED VEHICLES, PERFORM THIS STEP WITH THE ENGINE OFF, PRIOR TO CALIBRATE THE SERVO TRAVEL FOR THE CARBURETOR. FOR ELECTRIC POWERED VEHICLES, PERFORM THIS STEP WITH THE VEHICLE OFF, PRIOR TO CALIBRATING THE ESC TO THE TRANSMITTER.

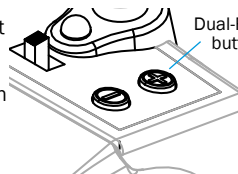
Throttle Adjustment: Pull the throttle trigger completely to full throttle and use the "TH+" or "TH-" buttons to adjust the throttle end point to the desired location.

- For fuel powered vehicles this will be slightly less than the maximum open position of the carburetor. You need to leave some room for engine vibration.
- For electric powered vehicles this will be the maximum setting (100%).

Brake Adjustment (perform this step with your vehicle OFF): Push the trigger forward to full brake and use the "TH+" or "TH-" to adjust the brake end point to the desired location.

- For fuel powered vehicles with brakes this will be past the closed position of the carburetor (engaging the override spring) and set to the desired amount of brake force.
- For electric powered vehicles this will be the maximum setting (100%).

Dual-Rate
buttons

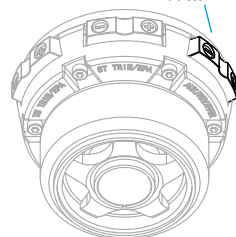


Steering Dual-Rate (ST D/R)

Steering dual-rate allows on-the-fly end point adjustments to both sides (left and right) of the steering servo at the same time. The dual-rate should be set to 100% prior to adjusting the steering EPA.

- The default value is 100% of the set EPA. The dual-rate can be set from 20% to 100%.
- To increase the total steering travel in both directions (dual-rate), press the "DR+" button. A long "beep" will be heard when 100% is reached.
- To decrease the total steering travel in both directions (dual-rate), press the "DR-" button. A long "beep" will be heard when 20% is reached.

Fail-Safe
button



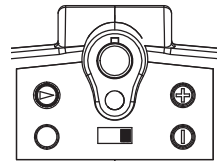
Fail-Safe - Channel 2 (Throttle)

⚠ WARNING: AS A SAFETY PRECAUTION PERFORM THE FAIL-SAFE SETTING WITH THE MOTOR UNPLUGGED FROM THE ESC AND WITH ALL PARTS OF YOUR VEHICLE OFF THE GROUND

It is recommended and common to set the throttle fail-safe as full brake, i.e. the throttle trigger is pressed completely forward. This ensures that if the transmitter's signal is lost the servos or ESC will default to full brake, causing the vehicle to stop.

1. Turn the transmitter ON and move the throttle trigger to the desired (fully forward) position.
2. Press the Fail-Safe button **4** for 5 seconds until a single beep is heard. This will confirm that the throttle fail-safe has been set.
3. To test the Fail-Safe settings, turn the transmitter OFF while the receiver is ON. The servo / ESC will default to its programmed positions and the motor should not spin (assuming you have set the Fail-Safe to full brake).

Note: Each model memory has its own unique fail-safe setting so they each need to be set independently.

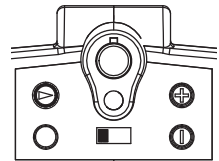


Beginner Mode

Beginner Mode and Feature Lock

Your IKONNIK transmitter is equipped with two proprietary features to improve and safeguard your experience with radio controlled products. Uniquely implemented by IKONNIK are both a Beginner Mode and Feature Lock. To avoid accidental changing of radio settings by inexperienced or younger users, you can set the mode switch to the middle position which will lock out all functions except the steering trim. Moving the switch all the way to the right (when looking from the top of the transmitter, will activate the Beginner Mode which is optimized to help users get used to the controls of their vehicles. When activated, this beginner mode reduces the throttle output of the transmitter to 50%, thus reducing the overall speed of the vehicle, while leaving all other functions fully operational.

Note: The beginner mode and feature lock are not model specific. The model can still be changed as described below.



Standard Mode

LED Torch

Your ET4Ds is equipped with a high intensity LED torch light which can be massively useful when working on your vehicle in low light conditions. Use button (14) to toggle the torch ON / OFF.

Advanced Operation

The ET4Ds offers a range of programming options that can be activated and adjusted using the LCD / Roller Button interface – 15 16 17.

Transmitter programming is carried out using the Roller Button 15 and the Back Button 16.

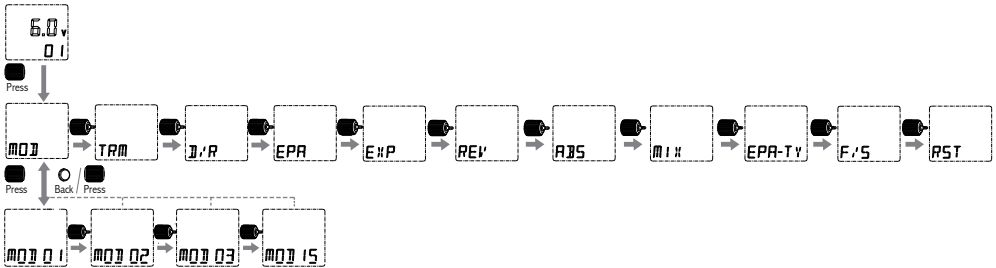
1. From the home screen press the Roller Button 15 once to access the programming list. The letters MOD will appear on the screen indicating that you are in the Model memory menu.
2. Rotating the Roller Button forwards, one stop at a time, will display the various programming options which will appear in the following order:
 - MOD (Model Memory)
 - TRM (Trim adjustment)
 - D/R (Rate adjustment)
 - EPA (End Point Adjustment)
 - EXP (Exponential)
 - REV (Servo reverse)
 - ABS (ABS braking)
 - MIX (Rock crawler steering mix / modes)
 - EPA-TY
 - F/S (Fail-safe)
 - RST (Reset)
3. To select a particular programming option and make adjustments press the Roller Button once more.
4. Having selected the option you wish to adjust use the roller button to select (press) and adjust (roll) to suit your requirements.

By way of example, here's how you would reverse the direction of the Channel 3 servo.

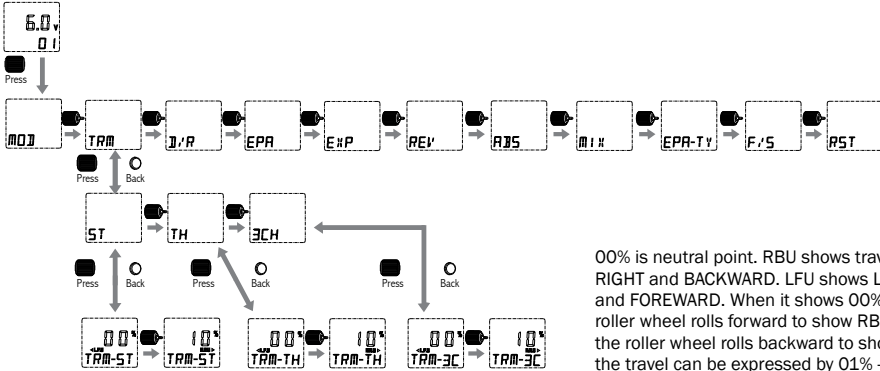
1. Turn ON the transmitter.
2. Press the Roller Button 15 once to access the programming list. The letters MOD will appear on the screen.
3. Use the Roller Button to scroll forward through the programming options until you reach REV.
4. Press the Roller Button once more to enter the REV menu. ST (steering) will be displayed indicating that this is where you can reverse the steering servo.
5. Use the Roller Button to scroll forward to TH (throttle) and finally 3CH (Channel 3).
6. Press the Roller Button to display the current servo condition – NOR-3C indicates a normal servo direction whilst REV-3C indicates a reversed servo direction.
7. Use the Roller to choose the option you require.
8. Return to the home screen by pressing the Back Button three times.

A programming flow chart is included here to enable you to easily navigate the menu options and make the adjustments you need:

Model

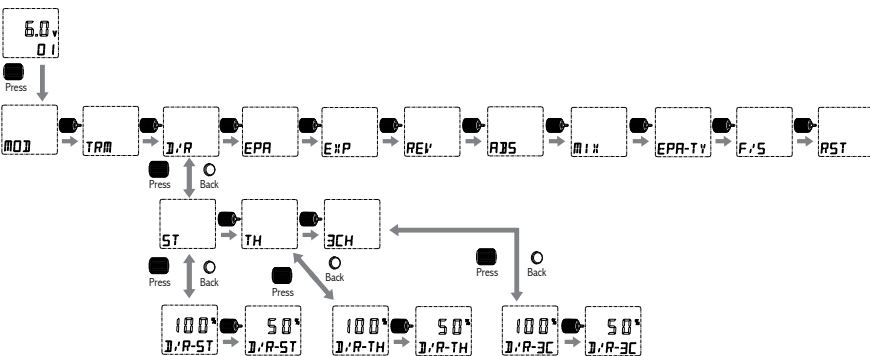


Trim

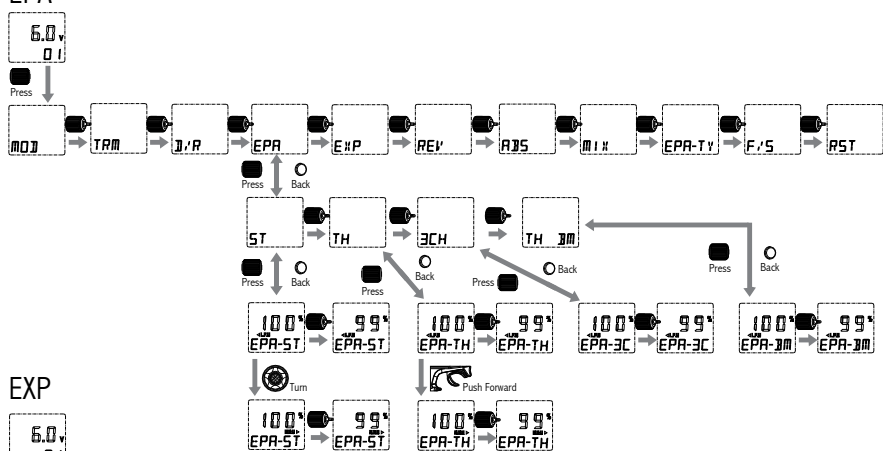


00% is neutral point. RBU shows travel of RIGHT and BACKWARD. LFU shows LEFT and FORWARD. When it shows 00%, the roller wheel rolls forward to show RBU, and the roller wheel rolls backward to show LFU, the travel can be expressed by 01% -100%

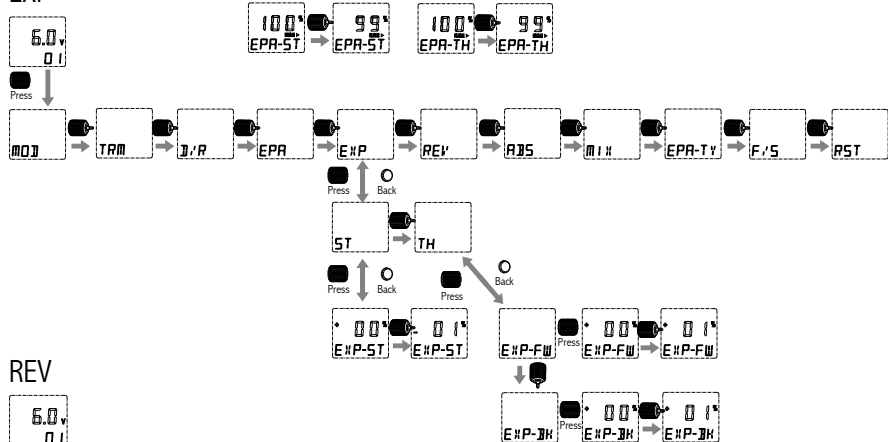
D/R



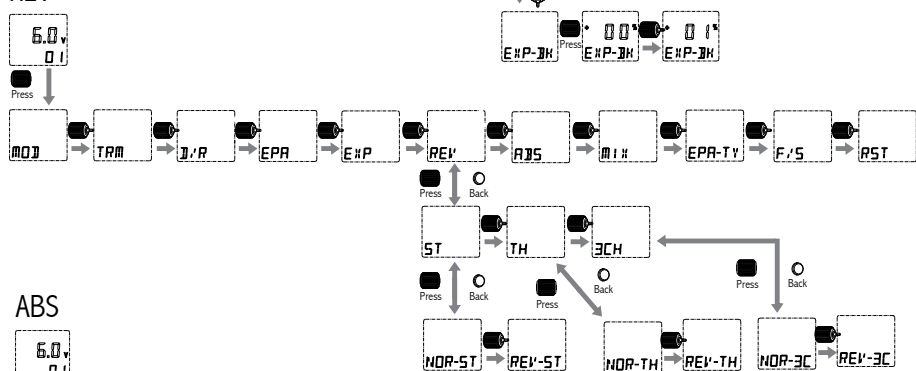
EPA



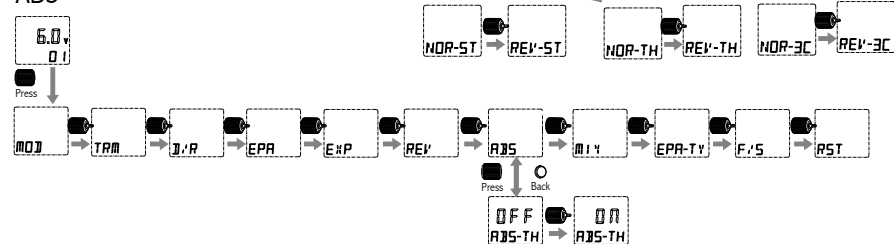
EXP



REV



ABS



MIX



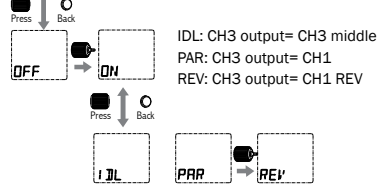
With Mix ON

- potentiometer on top of radio should operate Ch4 on/ off toggle. If turned to max 90- 100 = ON, else OFF
- AUX button by wheel should cycle mix mode IDL- PAR- REV- IDL ...

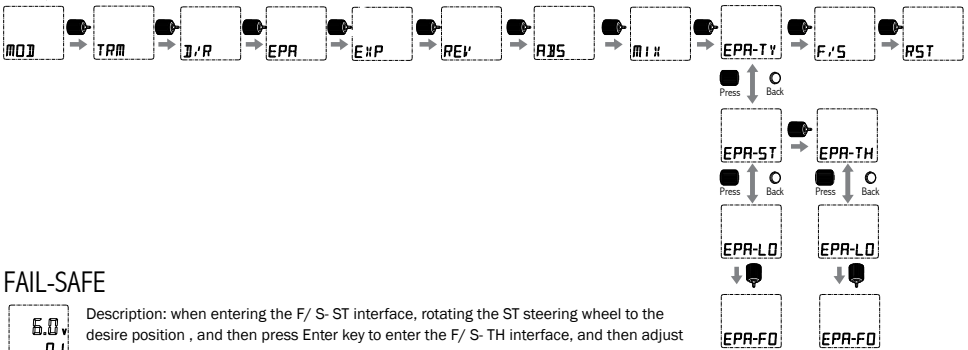


With Mix OFF

- potentiometer on top of radio should operate Ch3 proportional
- AUX button by wheel should operate Ch4 on/ off toggle



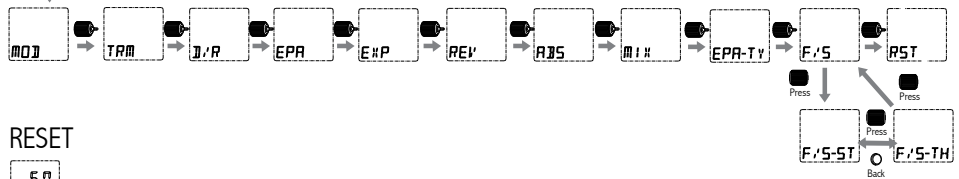
EPA LOCK/FOLLOW



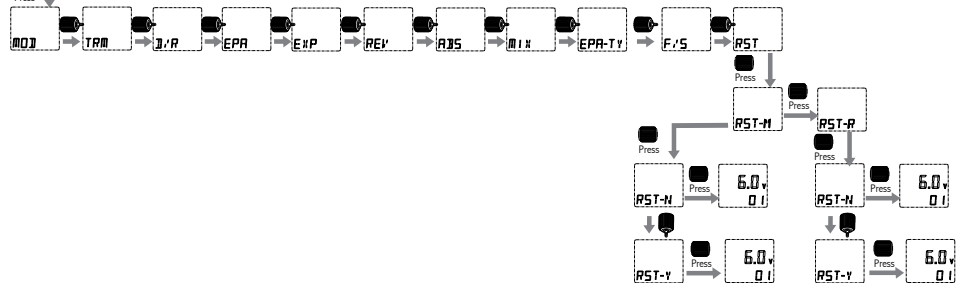
FAIL-SAFE



Description: when entering the F/ S- ST interface, rotating the ST steering wheel to the desire position , and then press Enter key to enter the F/ S- TH interface, and then adjust the TH trigger to the desire position and press Enter key, then the transmitter will sent the signal to the receiver, the setting is finished. LCD display back to the F/ S interface.



RESET



Memory Reset

The transmitter has two memory reset features. The first is an individual model reset which as it might sound, resets most parameters to their factory default settings without affecting other models in memory. The second is a full factory reset which restores all parameters to their factory default settings and removes all paired receivers from memory. Perform the steps below for each option.

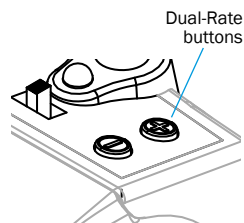
Model Reset

1. Hold down the Steering D/R (+) and (-) buttons at the same time and power ON the Transmitter.
2. Continue holding for 5 seconds until you hear a beep sound, then release the buttons.

Factory Reset

1. Hold down the Steering D/R (+) and (-) buttons at the same time and power ON the Transmitter.
2. Continue holding for 10 seconds until you hear 2 beep sounds, then release the buttons.

Note: The transmitter will emit the model reset signal at 5 seconds, keep holding until the factory reset signal is emitted.



Power Alarm and Automatic Shut-Down

Idle Alarm

When the steering wheel, throttle trigger, or other controls are not operated for approximately 9 minutes while the transmitter is ON, a slow beeping alarm will be emitted. After 1 minute of this alarm, the transmitter will emit one long beep, then enter into "Sleep Mode" to prevent over-discharge of your batteries. To silence the alarm, operate any part of the transmitter. To recover from Sleep Mode, turn the transmitter OFF then back ON.

Low Battery Voltage Alarm

If the transmitter battery voltage drops to approximately 4.5V or less, a slow beeping alarm sounds and the power LED light will blink. Safely discontinue use and change or charge the batteries before using again.

Battery Replacement and Options

AA Alkaline

AA size alkaline batteries are the standard configuration and recommended for ease of use when getting started. Upgrading to a rechargeable battery pack can be done at any time

Rechargeable NiMH

Rechargeable batteries can be used in two forms, loose AA size NiMH battery cells that are inserted into the included battery holder, or assembled AA size NiMH battery packs. For both forms, be sure to follow the manufacturer's care and use instructions.

⚠ CAUTION: LOOSE RECHARGABLE BATTERIES MUST BE REMOVED FROM THE TRANSMITTER AND BATTERY HOLDER FOR RECHARGING. CHARGING THEM IN THE INCLUDED BATTERY HOLDER MAY CAUSE EXCESSIVE HEAT CAUSING DAMAGE TO THE HOLDER OR EVEN MELTING OF PLASTIC.

Note: When the transmitter will not be used for 1 week or more, it is highly recommended to remove any batteries from the battery holder to prevent damage from leaks and corrosion.

If desired, you can purchase an optional wall charger to connect into the 5.5mm jack on the back of the handle to charge your NiMH batteries while installed in the transmitter. To avoid damage, turn OFF the transmitter before charging.

DO NOT attempt to recharge non-rechargeable batteries.



Calibrating ESCs

When calibrating your ESC and transmitter, ensure your Throttle Trim is centered and your Throttle and Brake EPA settings are set to their maximum of 100%. This will ensure your ESC reaches full throttle/brake when your trigger reaches full travel.

Standard Operation

Below is a brief introduction into the basic operation of your transmitter as it pertains to operating your vehicle.

Tip: When learning how to operate a radio controlled vehicle, we highly recommend you use the beginner mode feature of your transmitter. This will help reduce the risk of damage caused by a phenomenon experienced users refer to as a "panic rev".

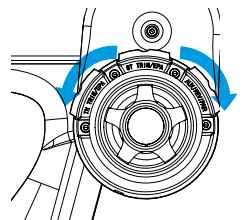
When operating the steering, orient yourself and the transmitter so that you are looking at the face of the transmitter wheel. We don't recommend normal operation like this due to comfort but it is a good place to start for new users.

- Turning the top of the transmitter wheel to the left from center should make the wheels on the vehicle turn left.
- Turning the top of the transmitter wheel to the right from center should make the wheels on the vehicle turn right.

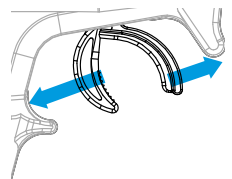
Note: If the wheels turn the opposite direction from what they should, see the section on channel reversing to correct the issue.

- Pushing the transmitter trigger forward away from the handle will typically

Wheel rotation
(left)



Transmitter
Trigger



apply brakes. However some ESCs are configured to go immediately into reverse. Check with your ESC owner's manual for specific operation details.

⚠ CAUTION: ALWAYS TEST YOUR ABILITY TO REACH AND APPLY FULL BRAKE PRIOR TO TESTING FORWARD THROTTLE

- Slowly pulling the transmitter trigger back towards the handle will make the vehicle accelerate forward.

⚠ CAUTION: CAUSING THE VEHICLE TO MAKE QUICK TRANSITIONS FROM FORWARD/ REVERSE MOTION TO THE OPPOSITE DIRECTION USING THE THROTTLE CONTROL CAN CAUSE DAMAGE TO YOUR VEHICLE AND ELECTRONICS AND COULD VOID YOUR VEHICLE'S WARRANTY.

Using your transmitter for the first time

⚠ **WARNING: PERFORM THESE STEPS IN A SAFE ENVIRONMENT! MANY FIRST TIME USERS THINK THE STREET IS A GOOD PLACE TO TEST OPERATION, HOWEVER THIS IS DANGEROUS! WE RECOMMEND USING AN OPEN FIELD OR CLOSED AREA WITHOUT VEHICLE TRAFFIC**

Power

1. Turn the transmitter ON and ensure the LED is lit SOLID and no audible alarms are heard, thus indicating the batteries are supplying adequate voltage for proper operation.
2. Ensure the battery in your vehicle is secured, charged and plugged in with proper polarity and turn your vehicle ON.

Checking and Setting the Throttle Trim

1. If the wheels spin in a forward direction when the trigger is in the neutral position, turn down the trim until the motor stops by pressing the TH- button, repeatedly if necessary.
2. If the wheels spin in a reverse direction when the trigger is in the neutral position, turn up the trim until the motor stops by pressing the TH+ button, repeatedly if necessary.
3. There will be a "dead band" area where the trim can be adjusted a slight amount in either direction and the wheels will not begin to move. It is ideal to have the trim set in the middle of this "dead band".

Checking and Setting the Steering Trim

1. With your vehicle and transmitter turned ON (and properly responding to transmitter inputs), set the vehicle down on the ground and slowly accelerate in a direction directly away from you. If the vehicle veers slightly either to the left or right, adjust the steering trim by pressing either the ST- (more left) or ST+ (more right) buttons, repeatedly if necessary.
2. Reset the vehicle position and re-test; adjust the trim as needed until the

vehicle travels in a straight line while the transmitter wheel remains in the center location ("hands-off").

General Care

- Always use clean, dry cloth or soft bristle brush to clean your equipment.
- Never use chemical cleansers to avoid damage to the sensitive electronics and plastics.

Maintenance

We want you to enjoy your product to its fullest potential. For this to happen it is important to keep your product clean and properly maintained. Lack of cleaning and maintenance can cause component failure. For best and continued performance from your product it is recommended to briefly inspect your product for damage every few uses. Typically, a good time to do this is when changing the battery in your vehicle or while it is charging. If a problem is discovered, stop use immediately and perform repairs or seek assistance. Continued use of failed components can cause more unnecessary damage to your product.

Transmitter

- Although the receiver included with your radio system is rated for all weather use, the transmitter is not. The transmitter should not be used in the rain or other wet environment to avoid damage to the sensitive electronics.
- Clean dirt and debris off of your transmitter regularly to avoid the consequences of these getting into the sensitive electronics where they can cause short circuits and/or restrict motion of the internal steering and throttle mechanisms.
- Ensure the antenna is kept in proper working order. The transmitter is not safe to use with a broken or missing antenna.

Receiver

Although the receiver included with your radio system is rated for all weather use, it is recommended that you avoid submersion of the receiver, however running in puddles, rain, and snow is okay.

⚠ CAUTION: ALTHOUGH THE ELECTRONICS ARE PROTECTED FROM THE WEATHER, THE CONNECTIONS ARE NOT. ELECTRICAL CONNECTIONS WILL CORRODE WHEN EXPOSED TO MOISTURE WHEN IN USE AND IF LEFT IN A WET CONDITION. IT IS CRITICAL THAT YOU UNPLUG AND DRY ALL EXPOSED ELECTRICAL CONNECTIONS AFTER EACH USE IN WET CONDITIONS TO AVOID DAMAGE TO YOUR EQUIPMENT.

- Inspect any exposed antenna for cuts or abrasions.
- Ensure there are no kinks in the antenna or antenna tube.
- Never fold the end of the antenna over the tube, this will reduce the

range and damage the antenna.

- Ensure the antenna is not being pinched by the set screw that holds the antenna tube in place.

Storage and Disposal

Storage

- Always store all equipment in a cool dry place when not in use.
- Always disconnect the batteries before storage.
- Never store the battery, vehicle or transmitter in direct sunlight for extended periods of time.
- Never store the transmitter with batteries installed for extended periods of time. Doing so may allow the batteries to leak and cause permanent damage to the transmitter.

Disposal

Your product is considered electronic waste and should never be discarded in standard garbage containers. Please visit your local hobby dealer (and some home improvement centers) and use the FREE battery disposal center for proper disposal/recycling. Consult your local city hall for information on recycling other electronic waste.

Troubleshooting Problems

Before contacting customer support, recall that this is a hobby grade product intended to be user serviceable. Please take the time to fully inspect your product for any obvious causes to the issues you are experiencing. Below are some of the most common issues experienced. Scan the QR code to the right with your smart phone for quick access to the product support content on our website.

- Many control issues can be resolved by simply re-pairing the transmitter and receiver, always start here.
- Dead transmitter or vehicle batteries will cause the product to malfunction and not work properly. As with TV remote controls in your home, if the batteries are dead, they don't work. Start power related troubleshooting with fresh batteries in the transmitter and recharged batteries in the vehicle.
- Power connections between the Battery, ESC and receiver are critical to the performance of the product. Running in various debris may cause foreign objects to snag on wires, causing connections to come loose. It is a good idea to unplug and reconnect motor and battery connections when beginning power related troubleshooting. Also inspect for any damage caused to the antenna.

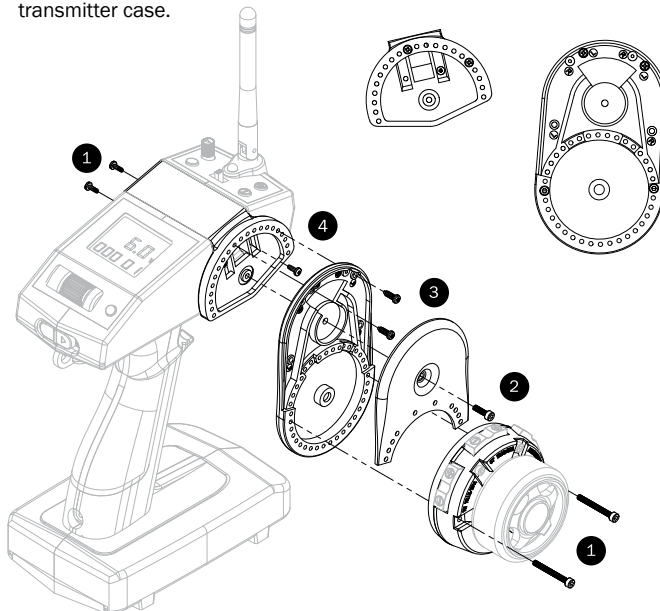
Appendix A: Changing from Right- to Left-hand Configuration

The ET4 wheel module was engineered to be versatile and accommodate a wide range of users. With the included components you have the option to position the wheel module in many positions to best suit your own ergonomics. See the guide below and follow the numbered steps to reconfigure your transmitter for left-handed use. Although the options seem unlimited, there are indeed some configuration combinations of wheel drop module and wheel module position that are not able to be safely used. This is due to wires and screw locations within the case. For simplicity we recommend configuration angles close to standard, though through experimentation you will find others work well also

! CAUTION: ALWAYS REMOVE THE BATTERIES PRIOR TO ANY DISASSEMBLY OF YOUR TRANSMITTER. FAILURE TO DO SO COULD CAUSE DAMAGE TO THE SENSITIVE ELECTRONICS. NEVER UNPLUG ANYTHING WHILE THE POWER IS STILL TURNED ON. PAY ATTENTION TO WIRES AND HANDLE THEM WITH CARE, AVOID PINCHING, PULLING OR KINKING THE WIRES DURING RECONFIGURATION

Tip: When reinstalling the wheel module, ensure the center of the wheel module is angled close to vertical, tilted slightly back towards the grip. This provides the most natural neutral position for the most common cant.

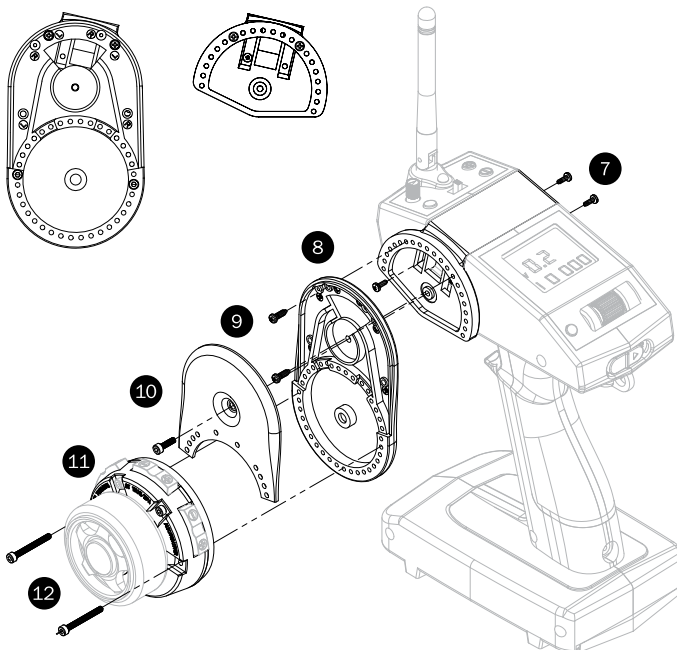
1. Remove the two screws on each side of the wheel module using a 2mm hex wrench.
2. Remove the drop-down module cover using a 2mm hex wrench
3. Remove the 2 Philips head screws securing the drop down module to the wheel mount.
4. Remove the 3 Philips head screws securing the wheel mount to the transmitter case.



5. Gently pull up on the wheel mount following the angle of the arrows on the side where you grip. Use caution to not pull too hard and unplug the wires that become exposed.

Tip: At this point you could simply remove the drop-down module if you desire to use the wheel in the high position, then continue to swapping left-right configuration or reinstall in previous configuration.

6. Rotate the wheel mount 180 degrees and reinstall without pinching wires.
7. Position the drop down module onto the mount at the desired angle and align 2-3 screw holes. Verify there will be a vertical position available for the wheel module when installed and install the Philips head screws.
8. Reinstall the 3 Philips head screws used to attach the wheel mount to the transmitter case (only 1 hole should be exposed through the drop down module, this is okay).
9. Position wires in grooves of drop down module (if used) and push any excess back inside the wheel mount. The wires should only be long enough to reach the mounting location of the wheel module.
10. Reinstall the drop down module cover using caution to not pinch the wires.
11. Position the wheel module in place with vertical orientation properly set.
12. Reinstall 2 wheel module screws.



UK Warranty Information

Guarantee

This product is covered by the current statutory guarantee regulations. If you wish to make a warranty claim, please contact the model shop where you originally purchased the product from. You should also present your proof of purchase.

- The guarantee does not cover faults or damage caused by:
- Incorrect handling or operation
- The use of incompatible accessories
- Modification or unauthorised repairs
- Accidental or deliberate damage
- Normal wear and tear
- Using the product outside of its stated specification

Firelands Group LLC accepts no liability for loss, damage or costs which are incurred due to the incorrect or incompetent use of the product.

CE Conformity Declaration

This device has been tested in accordance with the relevant harmonised European directives. This product's design fulfils the protective aims of the European Community relating to the safe operation of this equipment.

For a copy of the Declaration of Conformity, please visit:

www.ikonnik-rc.com/support



Disposal

Electrical equipment marked with the crossed out wheeled bin symbol must not be disposed of in household waste, but must be taken to a specialist disposal or recycling system. In EU member countries, electrical equipment must not be discarded via the normal domestic refuse channels (WEEE - Waste Electrical and Electronic Equipment Directive 2002/96/EG). You should take unwanted electrical equipment to your nearest local authority waste collection point or recycling centre.

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www.jperkins.com

US Warranty Information

30 Day Limited Warranty

General Disclaimer: This item is to be free of manufacture defects at time of purchase. This warranty does not cover breakage due to abuse, improper break-in, improper setup, or improper operation.

We at IKONNIK RC have made every effort in component design, material selection and assembly to make our products as durable as possible. IKONNIK products are covered under warranty only against manufacturer's defect in materials, workmanship or assembly when it is new (before being used).

If you believe a defect in materials, workmanship or assembly was not apparent when the product was new and only became evident after the product was used, then please contact your local HobbyTown® to apply for warranty service. You must provide your original sales receipt verifying the proof-of purchase and date thereof.

Provided warranty conditions have been met, the components that are found to be defective, incorrectly made, or incorrectly assembled within the warranty coverage time period may be repaired or replaced under the sole discretion of HobbyTown®. In the event that your product needs a repair or a replacement part that is not covered by this warranty, your local HobbyTown® dealer can assist you with obtaining the genuine replacement parts and/or accessories to service your IKONNIK product.

If you purchased your IKONNIK product from a HobbyTown® internet site not affiliated with a local store, please consult that site for its service policies.

Distributed in the US by:

Firelands Customer Service/Product Support
1133 Libra Drive, Lincoln, NE 68512
www.firelandsgroup.com

1-800-205-6773
customerservice@firelandsgroup.com

Australia Warranty Information

IKONNIK Radio Control Transmitter 60 Day Warranty

Model Engines (Aust.) Pty. Ltd. warrants this product to be free from defects in materials or workmanship for 60 days from the date of purchase and will repair, replace or refund the purchase should the product prove to be defective.

This warranty does not apply to any unit or system or component which has been dropped, damaged in a crash, improperly installed, assembled, handled or abused.

Model Engines (Aust.) Pty. Ltd. reserves the right to void the warranty if the product has been altered or modified, has had a foreign part added, has been misused or not used for the purpose for which it was designed, has been used near or in salt water, has been water damaged, or if the damage has been caused by the customer's use of the product.

Under no circumstances does Model Engines (Aust.) Pty. Ltd. warrant nor will the consumer be entitled to consequential or incidental damages. Model Engines (Aust.) Pty. Ltd. assumes no responsibility for any other damage, inconvenience or other claims whatsoever.

Lodging a Claim

To lodge a claim, present the goods to your place of purchase (retailer where you bought the product) with your original purchase receipt and a written explanation of the defect.

The place of purchase (retailer where you bought the product) will then contact Model Engines (Aust.) Pty. Ltd. for a Return Authority number and will return the item for warranty assessment to Model Engines (Aust.) Pty. Ltd.. Items delivered to Model Engines (Aust.) Pty. Ltd. for warranty assessment without a Return Authority number will be returned to sender.

The warranty process may take up to 14 business days from the date of receipt. Model Engines (Aust.) Pty. Ltd. must assess each item and if warranty applies must repair or replace the item at its discretion and return it to the place of purchase (retailer where you bought the product).

Goods presented for warranty may be replaced by refurbished goods of the same type rather than being repaired. Refurbished parts may be used to repair the goods.

If the product is proved to be defective the cost and expenses relating to the delivery of the goods to Model Engines (Aust.) Pty. Ltd., will be borne by Model Engines (Aust.) Pty. Ltd..

The benefits of this warranty are in addition to other rights and remedies of the customer under any law to which this warranty relates.

Our goods come with guarantees that cannot be excluded under the Australian consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

This warranty information relates to goods supplied on a wholesale basis by Model Engines (Aust.) Pty. Ltd. to Australian Retailers. The warranty complies with Australian regulatory requirements and supersedes all warranty information from the original manufacturer.

Distributed in Australia by:

Model Engines (Aust.) Pty. Ltd.,
Unit 1, 158-168 Browns Road,
Noble Park,
Victoria,
3174,
Australia.

www.modelengines.com.au

Ph (03) 8793 5555

warranties@modelengines.com.au



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on the Ikonnik ET4.

[www. IKONNIK-RC.com](http://www.IKONNIK-RC.com)

0554-002 (REV A)

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