Anti Lock Brake System

Traction Control System

5Mode Aux Ch Systems

4Channel

Operation manual

SUPER STEERING
FM PROPORTIONAL
SYSTEM

Auto Display

Steering Speed

Direct Travel Set

KO PROPO

DIGITAL PROPORTIONAL SYSTEM

3Model Memorys

Caution
- Be sure to read this manual carefully before use this unit.
- In order to make use of this manual anytime, please keep it carefully.
Read First

Thank you for purchasing the EX-11 Presto.
Read this manual carefully in order to obtain maximum performance from the unit and keep it carefully.

The auxiliary channels of this unit (ch3,4) can not be used with the included 2ch receiver (KR297).
It is necessary to purchase an additional channel adapter (optional).

How to find information in this manual.

Reference Page

- What this transmitter can do? ▼ 2 (Contents)
- What you want to do or know? ▼ 2 (Contents)
- What the LCD displays? ▼ 34-36 (LCD Screen Table)
- What does this mean on LCD? ▼ 37 (Index)
- What does this word mean? ▼ 37-38 (Index, Description)
- Want to know details of the function ▼ 14-29 (The Explanations Of Each Function)
- How to call out LCD display ▼ 13 (About LCD Display)

It is illegal to reproduce the contents of this manual without permission.
Although every effort has been made to ensure the accuracy of the information contained in this manual, please contact us if you have any questions or if you find any errors.
We cannot assume any responsibility for any damage arising from the use of this product by the customer.
The contents of this manual are subject to future change without notice.

Main Specifications

Transmitter KT-497FH
- Operation method: Wheel and gun grip
- Number of channels: 4 Channels
- Transmission frequency: Any band by changing crystal within the frequency range
- Modulation method: FM-PPM
- Neutral pulse: 1.5mSec
- Memory: EEPROM
- Supply voltage: 9.6V (Nicad, Hydropack) or 12V (8x AA size dry cell)
- Current consumption: Less 250mA

Receiver KR-297FZ
- Reception method: FM-PPM
- Number of channels: 2 Channels
- Reception frequency: Any band by changing crystal within the frequency range
- IF frequency: 455 KHz
- Supply voltage: 3.5~6.5V
- Dimensions: 36.6 x 26 x 15.5 mm (excluding protrusions)
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For the Safe Usage of this Unit

With the nature of radio controlled models, misoperation will result in danger. In order to avoid these circumstances and safe usage of this unit, please read the contents thoroughly.

Explanation of warnings and signs

In this manual, warnings are classified into three levels as follows, depending on the severity of the danger posed by failure to observe the proper procedure in:

- **Danger**: Failure to observe the matter discussed in such an item poses a serious threat of death or severe injury.
- **Warning**: Failure to observe the matter discussed in such an item poses a possibility of death or severe injury, and a large likelihood of damage to the equipment or property.
- **Caution**: Failure to observe the matter discussed in such an item poses a possibility of injury or damage to the equipment or property.

Meaning of picture indications

- **Prohibition matter**: Not allowed to do
- **Enforcement matter**: Must carry out

Notes before installation

**Warning**

- Be certain to use only KO Propo genuine crystals sets (transmitter and receiver). Never use crystals produced by other companies since such crystals may vary in frequency, which could lead to misoperation or out of control.
- Prevent metal parts touching cause of vibration in the model (car, boat). This could lead to misoperation of the receiver resulting in interference from noise of metal parts.
- This product is only designed for surface radio control models. Do not use for any other purpose.
- If a ready battery pack is used in the transmitter, be sure to charge properly before use. If batteries are not fully charged, the model may run out of control.
- Be sure to connect all equipment correctly. If connections are loosened, the model may run out of control.
- Be sure to install receiver with thicker double sided tapes. Strong shock or vibration may result in the model running out of control.
- Do not cut or bundle the aerial wire with other cords. It may result in decreasing the sensitivity of the receiver and may result in the model running out of control.
- In order that servo's operate correctly, check that there are no unnecessary forces on the push rod. It may damage the servo or increase the consumption of batteries.
- Be sure to use grommets and be sure that the servo is not touching any metal plates directly. The vibrations may damage the servo and the model may run out of control.
CAUTION
Be careful not to reverse the polarity of the transmitter and the receiver. Reverse polarity could damage the units.

CAUTION
Be sure to use genuine KO Propo products e.g. transmitter, receiver, ESC and other option parts. *We cannot assume any responsibility for the use of other companies products with this unit.

CAUTION
Do not touch the engine, motor, ESC where is generated heats. *May result in burning.

CAUTION
Because the transmitter emits high-frequency energy, do not touch the antenna while the transmitter is in use.

NOTES BEFORE INSTALLATION

NOTES ON DRIVING (SAILING).

WARNING
When turning on the power switch, be sure that the frequency band is available. *Other people’s models using the same frequency will run out of control.

WARNING
Do not use this unit in thunderstorms. *There is possibility of lightning striking the antenna.

WARNING
Do not use the transmitter in the rain or in a location where water might get on it. *The unit may become wet and run out of control.

WARNING
Do not run the model in the following places.
1. Near to other radio control car circuits. (within 3km)
2. Near to people or on the road.
3. The surface of the water where actual boats are existence.
4. Near to electric lines, communication facilities.
   *In the case of the model running out of control, dangerous situations will occur.

WARNING
Do not run the model when you experience difficulties in concentration through tiredness, alcohol or medication. *The mis-judgement may result in accidents.

WARNING
Be sure to extend the aerial of the transmitter to full length. *Incomplete signals emitting will cause model run out of control.

WARNING
Do not allow fuel or exhaust to touch plastic parts. *Doing so causes risk of damage.

WARNING
Be sure to confirm that the model memory is matched to the model currently running. *Not doing so may cause vehicle to run out of control.

WARNING
When you make function changes, be sure to stop the engine or disconnect the motor lead wire.

CAUTION
Always turn on the switch on the transmitter first, followed by the receiver. When turning off the switch, always turn off the receiver first, followed by the transmitter. *If you do not follow the correct order, receiver may get interference and run out of control.

CAUTION
Attach band plate when you operating the unit. *Display your frequency clearly to other people.

CAUTION
Do not touch the engine, motor, ESC where is generated heats. *May result in burning.

MEMO

1
2
3
4
5
6
7

EX-11 PRESTO
LATEST LEADING RADIO CONTROL TECHNOLOGY
**Warning**

Dust on battery may cause battery to leak out and it is very dangerous.

**Danger**

Do not short the battery terminals. It is dangerous because it may be the outbreak of fire or explosion.

Never increase the batteries. It is very dangerous because they may explode.

Be sure to disconnect the battery after charging.

**Caution**

Note that overcharging may cause damage to the battery.

Warning

Use the correct charger for charging.

**Notes after Driving (Sailing)**

**Warning**

In the case of electric cause, be sure to disconnect the nicad battery beforehand.

"It may cause fire or the model to run out of control in case of switch being left on.

**Caution**

When storing the transmitter, batteries and models, be sure to keep them out of the reach of children.

"It may result in damage by chemicals.

**Warning**

Do not store the transmitter in hot places (+40°C, +10°C).

Do not store the transmitter in dusty places.

2. Direct sunshine.

3. High humidity places.

4. Dusty places.

"If you leave the unit under these circumstances, it may result in misoperation or damage to the unit.

**Caution**

Be sure to disconnect the battery from the transmitter when not in use for a long time.

"It may damage the transmitter if you leave the battery in the transmitter for a long time.

**Caution**

Do not leave the transmitter in extreme hot or cold places (±30°C).

Do not leave the transmitter in extreme hot or cold places (±30°C).

Do not store the transmitter in dusty places.

**Caution**

Avoid overcharging the battery. Overcharging not only damages the battery, but can cause excess heat to build up and possibly cause damage to your equipment.

Do not use the Hydropack with rapid chargers from other companies. Because of the possibility that the automatic cut-off function will fail to operate.

**DANGER**

In the event of liquid leaking from battery, do not allow liquid to contact eyes or skin. Burns and blindness may occur. Apply large amounts of water and contact your doctor immediately for treatment.

**Warning**

Do not apply big shocks to the battery. It may damage the battery and blow out short circuits and possibly a fire.

Do not dismantle or modify the battery. It may damage the battery and cause liquid to leak out and is very dangerous.

Do not wet batteries and do not charge wet batteries.

**Notes on Charging Nicad Battery and Hydropack (sold separately)**

**DANGER**

Do not leave the transmitter unattended when charging.

Never increase the battery. It is very dangerous because they may explode.

Do not use Ko Propo charger and use the correct charging current.

Avoid overcharging the battery. Overcharging not only damages the battery, but can cause excess heat to build up and possibly cause damage to your equipment.

Do not use the Hydropack with rapid chargers from other companies. Because of the possibility that the automatic cut-off function will fail to operate.

**Notes after Driving (Sailing)**

**Warning**

In the case of electric cause, be sure to disconnect the nicad battery afterwards.

"It may cause fire or the model to run out of control in case of switch being left on.

**Caution**

When storing the transmitter, batteries and models, be sure to keep them out of the reach of children.

"It may result in damage by chemicals.

**Warning**

Do not store the transmitter in hot places (+40°C, +10°C).

Do not store the transmitter in dusty places.

2. Direct sunshine.

3. High humidity places.

4. Dusty places.

"If you leave the unit under these circumstances, it may result in misoperation or damage to the unit.

**Caution**

Be sure to disconnect the battery from the transmitter when not in use for a long time.

"It may damage the transmitter if you leave the battery in the transmitter for a long time.

**Caution**

Do not store the transmitter in the following places.

1. Extremely hot or cold places (+40°C, -10°C).

2. Direct sunshine.

3. High humidity places.

4. Dusty places.

"If you store the unit under these circumstances, it may result in misoperation or damage to the unit.

**Warning**

Do not dismantle or modify the battery. It may damage the battery and cause liquid to leak out and is very dangerous.

Do not wet batteries and do not charge wet batteries.

Nicad batteries are recyclable. Please support recycling.
Names of Parts of the Transmitter

Front side
- LCD Display (P13)
- Pilot Lamp (LED)
- Steering trim (P10)
- Steering Wheel
- G D-C Lever (P11)
- Key Panel (P9)
- Battery Compartment
- Throttle Trim (P10)
- CD-B Lever (P11)

Back Side
- Charging jack (P8)
- Grip
- Throttle trigger
- Transmitter (Tx)
- Trim (P10)
- Understeer (P38)
- Wheel (P38)

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After the operation of function keys and G D lever, do not switch off for at least 1 second or else. Setting

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| T | 2 7 M H z , 4 0 M H z (P38) | T r a v e l (P19) |
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| V | T r i m (P38) | T r a v e l (P19) |
| W | U n d e r s t e e r (P38) | W e l l (P38) |
How to Use the Transmitter

How to Open the Battery Cover

1. Press down on the two points indicated by the arrows
2. Slide the battery compartment cover off.

How to Insert Dry Cells (sold separately)

1. Insert eight size AA batteries into the battery box.
   - Caution: Be very careful to load the positive and negative terminal of each battery properly!
2. Insert the battery box matched with battery box terminals and transmitter terminals.
3. Close the battery compartment with cover.
   - Caution: Do not use AA size nicad battery. It may cause corrosion inside the transmitter with gas when charging.

How to Insert a Nicad Battery or Hydropack (sold separately)

1. Plug in the connector of a nicad battery pack.
2. Insert nicad battery or hydropack correctly.
3. Close the battery compartment with cover
   - Be sure not to catch battery lead in between compartment and cover.

LCD Screen Table

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<th>Explanation</th>
<th>Refer to:</th>
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</thead>
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<td>Brake Position</td>
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<tr>
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<tr>
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<td>Memory Error</td>
<td>Something happening on the CPU memory data.</td>
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How to Use the Transmitter

Charging

Connect AC mains charger or DC 12v charger (KO Propo products) into the Tx charge jack and charge.

Warning

In case of nicad batteries being used for transmitter or receiver, be sure to charge properly if the batteries are not fully charged, the model may run out of control.

Caution

Do not change when using dry cells. If you change dry cells, it could cause damage the transmitter.

Changing the Crystals (changing the frequencies)

Insert the crystal properly and be careful not to bend the pins.

Warning

When changing the crystal, be sure to use genuine FM-type transceiver crystals from KO Propo. Crystals from other manufacturers may operate at slightly different frequencies, resulting in loss of control.

Adjust LCD Contrast

One of the characteristics of a dot matrix LCD is change of contrast depending on the temperature. Adjust the contrast so that the display is easy to see. (4 levels)

1. Power switch on. (displayed initial screen)
How to Use the Transmitter

Warning display in the LCD

Battery alarm

If the battery voltage drops to 8.7V or less whilst the transmitter is in operation, (Low Batt) will be displayed on the LCD screen. In this event, replace the batteries.

Warning

If (Low Batt) sign appear, collect the model immediately. The radio signals will become weaker, which could cause a loss of control.

Memory Error

The LCD screen shown at left appear if something happens on the CPU and (Memory Error) will be displayed with a alarm.

Warning

If (Memory Error) appear, please ask for repair. It may result in misoperation.

Select Key

Changing the LCD display (Function) except for figure data. (i.e. CH)

Function Key

Each LCD display (Function) changes in order

Function Keypane

Changing the LCD display (Function) of figure data. Press both keys at the same time will display default figure. (except for some functions)

How to press the key

Press the middle of each keys with finger

Do not use sharp material, it may damage the cover.

Key Pane

LCD Screen Table

<table>
<thead>
<tr>
<th>LCD Screen</th>
<th>Name of Function</th>
<th>Explanation</th>
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</tbody>
</table>
How to Use the Transmitter

How to Use Trim Lever (Adjusting the neutral of servo etc)

1. When the steering wheel and throttle trigger are both in the neutral position by moving trim left or right (up or down), you can adjust the neutral position.

2. At the same time the LCD display automatically indicates trim position screen.

   (Auto display function)

   After the operation, it will revert back to previous screen in approx. 5 seconds.

   (Does not apply when in System Mode)

   Setting range is R/L 0-80, (F/B 0-80). Make sure that the setting does not lock the linkage and cause excessive force to be applied to the servo.

   (In the throttle trim, it does not move at high end. Only the maximum turning of braking will be effective by trim adjustment)

   During the linkage process, adjust the trim close to 'o' position.

Notes on Installing the Receiver (Gasoline-powered car)

- Do not secure the receiver on the chassis or the "mechanical deck". Vibrations will cause the receiver to malfunction and may even cause internal damage to the receiver. Either use the bracket (receiver holder) provided with the kit, or else cushion the receiver with a sponge like:

  ![Bracket](image1)

  ![Sponge](image2)

Notes on Antenna Installation

- Please follow the instruction as in the illustration below when you mount the antenna holder to the metal or carbon chassis. When using on FRP or carbon hollow antenna on a racing car, etc., do not pass the antenna wire through the pipe, allow it to trail away loosely outside.

  ![Antenna Installation](image3)

  ![Aluminium holder](image4)

  ![Plastic holder](image5)

  ![Sold to lug board](image6)
How to Use the Transmitter

How to Use the GD Lever

GD lever A and B operates left and right, GD lever C operates up and down.
1. GD lever A will adjust the steering travel (tuning angle). During this operation, LCD display automatically changes to the travel position (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds.
2. GD lever B will adjust the brake travel (brake turning angle). During this operation, LCD display automatically changes to the brake position (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds.
3. GD lever C will operate CH3 feature. During this operation, LCD display automatically changes to the CH3 position (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds. Please refer to page 27 for setting up each position.

Advice
You can change each lever’s function. (GD lever select, P28)

Notes on Receiver Usage

Mounting the Receiver (Electric-powered car)

When fixing the receiver in place on the chassis or on the "mechanical deck" one on top of the other, as that the receiver is cushioned somewhat.

Notes on Installing the Receiver

- The installation position should be as far as possible from the motor, ESC, nicad batteries, silicone wires or other noise sources.

Especially, do not route the silicone wires next to the receiver. (must not be near to the crystal)

FET servo blue wire (7.2V wire) and switches can also generate noise, position them as far away as possible from the receiver.

Notes on Receiver Usage

- Do not mount the receiver directly on the chassis or "mechanical deck".
- Use two layers of double-sided tape.
- Do not position the crystal on the bottom.
- Always position the crystal on the top.

Advice
- Do not mount the receiver on top of the motor or the nicad batteries.
- Do not allow the silicone wires to cross the antenna.
- Do not route the wires near the antenna.

When mounting the receiver and antenna on the "upper deck", position them as far away from the nicad batteries and motor as possible.

- The silicone wire passes directly over the receiver.

- Always position the crystal on the top.
How to Use the Transmitter

Simple Way to Adjust the Turning Angle of the Servo (Direct Set Function)

**Steering**
1. Turn the wheel to the maximum position of left or right and you can adjust the turning angle of each direction by operating the steering trim lever.
2. In addition to the trim setting, the LCD display will automatically change to the steering travel function display screen (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds. This setting can range from 0-130.

**Throttle**
1. Move the trigger to the maximum position forward or backward and you can adjust the throttle angle by operating the throttle trim.
2. In addition to the trim setting, the LCD display will automatically change to the throttle travel function forward and brake (F.B) display screen. (Does not apply when in System Mode) and return to the previous screen after approx. 5 seconds. This setting can range from 0-130.

Advice
When adjusting the turning angle by direct set, release the trim lever and return to neutral position of wheel or trigger. If you release the trim in opposite direction, it may result in an incorrect trim setting.

Notes on Receiver Usage

The Source of Noise and Electromagnetic Induction (Electric-powered car)
- Assume that all areas where large currents are flowing are generating noise! Locate antenna wires and receivers as far away from the motor, ESC, nicad batteries, and silicone wire as possible. Noise is a type of radio wave, and therefore is radiated (travel through the air) in the same manner as the output of the radio receivers.

Distance Between the Receiver and Antenna Holder
- Install the antenna holder as near to the receiver as possible. The easier it is for the antenna to pick up noise, the greater the level of reception will be.

Metals and carbon can also conduct noise. As a result, you should never closely attach the antenna wire to the plate and carbon chassis.

- Because this is also a part of the antenna, it is easier to pick up nearby noise.

Advice
- When adjusting the turning angle by direct set, release the trim lever and return to neutral position of wheel or trigger. If you release the trim in opposite direction, it may result in an incorrect trim setting.
About LCD Display

Initial Screen
- This Screen is Displayed When the Power is First Turned on.

Model Number (1-3)
- Current model number among the three different setting stored in the memory
- Battery voltage
- Model Name
  - None stored when unit is released

Calling Up LCD Screen/LCD Map
- The LCD Screen used on this transmitter is divided into two modes (group). System Mode includes function screens that are used during linkage and that are not used during normal.

Connecting the Receiver
- Warning
  - Be certain to use only KO Prope genuine FM crystal (transmitter and receiver). Never use crystals produced by other companies since such crystals may vary in frequency, which could lead to misoperation or out of control.
- Warning
  - Be sure to connect all equipment comes only if connections are loosened by vibration, the model may run out of control.
- Warning
  - Do not cut or bundle the aerial wire with other cords. It may result in decreasing the sensitivity of the receiver and may result in the model running out of control.
- Caution
  - Be careful not to reverse the polarity of the transmitter and the receiver. Reverse polarity could damage the units.
- Caution
  - Be sure to use genuine KO Prope products e.g., transmitter, receiver, ESC and other option parts. * We cannot assume any responsibility for the use of other companies products with this unit.
- Caution
  - Be sure to use grommets and be sure that the servo is not touching any metal plates directly. * The vibrations may damage the servo and the model may run out of control.
- Warning
  - Be certain to use only KO Prope genuine FM crystal (transmitter and receiver). Never use crystals produced by other companies since such crystals may vary in frequency, which could lead to misoperation or out of control.
- Warning
  - Be sure to connect all equipment comes only if connections are loosened by vibration, the model may run out of control.
- Warning
  - Do not cut or bundle the aerial wire with other cords. It may result in decreasing the sensitivity of the receiver and may result in the model running out of control.
- Caution
  - Be careful not to reverse the polarity of the transmitter and the receiver. Reverse polarity could damage the units.
- Caution
  - Be sure to use genuine KO Prope products e.g., transmitter, receiver, ESC and other option parts. * We cannot assume any responsibility for the use of other companies products with this unit.
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  - Be sure to use grommets and be sure that the servo is not touching any metal plates directly. * The vibrations may damage the servo and the model may run out of control.
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  - Be certain to use only KO Prope genuine FM crystal (transmitter and receiver). Never use crystals produced by other companies since such crystals may vary in frequency, which could lead to misoperation or out of control.
- Warning
  - Be sure to connect all equipment comes only if connections are loosened by vibration, the model may run out of control.
- Warning
  - Do not cut or bundle the aerial wire with other cords. It may result in decreasing the sensitivity of the receiver and may result in the model running out of control.
- Caution
  - Be careful not to reverse the polarity of the transmitter and the receiver. Reverse polarity could damage the units.
- Caution
  - Be sure to use genuine KO Prope products e.g., transmitter, receiver, ESC and other option parts. * We cannot assume any responsibility for the use of other companies products with this unit.
- Caution
  - Be sure to use grommets and be sure that the servo is not touching any metal plates directly. * The vibrations may damage the servo and the model may run out of control.
The Explanation of Each Function (System Mode)

Changing the Pumping Cycle of ABS Brake (ABS Cycle)

Two different pumping cycles (intervals) of ABS Brake can be set.

1. Press and hold down the Select Key and then press the Function Key to change to the System Mode screen.
2. Press the Function Key 4 times from the System Mode screen to change to the ABS Cycle screen.
3. Use the (+) (-) keys to select. For the gasoline-powered car should be set SLOW, and for the electric-powered car should be set Quick.

Advice

For the ESC in the electric-powered car, it will be changed by the braking effect of installed speed controller. Suggest to try both SLOW and QUICK cycle settings. For the gasoline-powered car, the effect of this function will be changed by the speed of throttle servo. SLOW cycle should be better.

To Input, Change and Delete the Names in the Model Memory (Model Name)

For up to six letters or symbols can be stored in each

1. Press and hold down the Select Key and then press the Function Key to change to the System Mode screen.
2. Press the Function Key five times from the System Mode screen to change to the Model Name screen.
3. Use the Select Key to move the cursor. And the (+) (-) keys to select the characters.

The Explanation of Each Function (Function Mode)

Changing the Model Memory (Model Select)

This transmitter can store all settings for up to three cars. This function is used to switch among those settings.

1. Press the Function Key two times to switch to Model Memory screen.
2. The model number can be changed by using the (+) and (-) keys.

Caution

Be sure to use Model Select and GD Select after you fully understand the functions. Incorrect operation may cause cars to run out of control.

Which car driving today?
The Explanation of Each Function (Function Mode)

Adjusting the Turning Angle of the Steering Servo (Steering Travel)

- Be sure to set the Travel Position of GD Lever A at a maximum value before adjusting the linkage.

- Adjusting by Trim Lever (Direct Set Function)
  1. Change the LCD display from the Initial Screen to the Function Mode (refer to P13).
  2. Turn the steering wheel fully to the right and the LCD automatically displays the right wheel steering turning angle. Adjust angle by pressing the trim lever.
  3. Turn the steering wheel fully to the left and the LCD automatically displays the left wheel steering turning angle. Adjust angle by pressing the trim lever.

- Calling up the Screen and Adjusting
  1. Pressing the Function Key three times from the Initial Screen displays the Steering Travel screen.
  2. Turn the steering wheel all the way to the right then adjust the right side turning angle by pressing the (+) (-) keys. (This setting the range from 0-130).
  3. Turning the steering wheel all the way to the left then adjust the left side turning angle by pressing the (+) (-) keys. (This setting the range from 0-130).
  4. When the steering wheel is in neutral position, you can adjust turning angle of both left and right at the same time by pressing (+) (-) keys.

The Explanation of Each Function (System Mode)

Assigning Various Functions to the GD lever (GD Lever Select)

Allows function to be assigned to the GD lever

1. Press and hold down the Select Key and then press the Function Key to change to the System Mode screen.
2. Press the Function Key three times from the System Mode screen to change to the GD Lever Select screen.
3. Use the Select Key to select the control that a function is to be assigned to GD lever A-C. Then use the (+) (-) keys to select the function to be assigned. The function setting can be repeated so please be careful.

Caution

Please use Model Select, GD Select after you fully understand the functions. Incorrect setting can cause loss of control.
The Explanation of Each Function (System Mode)

How to set up the Auxiliary Channel Position (Tuning angle)

Adjust the each position of the servo in the GD lever selections.
Change the LCD screen to the initial screen of the Function

In the Case of 1P Position ~ 4P Position

1. By operating the lever in which an auxiliary channel has been set displays each position on LCD.
2. Whilst the position is displayed, use (+) (-) keys to adjust.

Using (+) (-) key to adjust each Position

In the Case of Linear Movement

Operate the lever to the direction you want and the beeper sounds will be changed to the set turning angle.

End Point

Position of End Point

*Using (+) (-) key to adjust each end position

The Explanation of Each Functions (Function Mode)

Adjusting the Turning Angle of the Steering Servo (Steering Travel)

☐ Adjust by GD Lever
When set to Travel Position by GD Lever A, the turning angle can be adjusted assuming the value displayed on the screen as maximum value.
1. Change the LCD display from the initial screen to the Function Mode.
2. Operate the GD Lever A, LCD will be automatically displayed and the tuning angle in both the left and right directions can be adjusted simultaneously.
3. *The setting range is 0 ~ The

The Caution
After the linkage process, make sure the setting does not lock the linkage and cause excessive force to be applied to the servo.
*Excessive force to the servo will result in damage and loss of control.

If you assign this function to GD A, you can adjust the tuning angle in both the left and right directions easier
### The Explanation of Each Function (Function Mode)

**Adjusting the Steering Response Characteristics (Steering Response)**

Can be adjustable into two different characteristics.

- **Steering Curve**
  1. As shown in the graph, change the angle so that the servo moves quickly in response to the angle the steering wheel is turned.
  2. Press the Function Key four times from the initial screen, to change to the Steering Response screen.
  3. Adjust the Steering Curve (setting range +1~+100) by pressing the (+) (-) keys. Positive values yield quicker response.

**Advice**

This function is effective for cars less sensitive near the neutral position.

### The Explanation of Each Function (System Mode)

**Select the Movement of Auxiliary Channel (CH3) (CH4).**

(Auxiliary CH Select)

There are five different ways to select the auxiliary channel (CH3)

1P Position movement
   - Performs like a push button operation
   - When the lever is released (P1). When the lever is operated (P2).
   - It is useful for EG Remote Control Unit.

2P Position movement
   - Performs like a toggle switch.
   - (P1) and (P2) switches by lever operation.

3P Position movement
   - Performs like a three position switch.
   - (P1), (P2) and (P3) switches by lever operation.
   - It is useful for EP trailer gear shift change.

4P Position movement
   - By lever operation, it can be switched four positions.

LIN movement
   - By lever operation, it performs a maximum of 240 steps movement.
   - It is useful for the mechanism which requires the

1. Press and hold down Select Key from the initial screen then press the Function Key, it will change to the System Mode.
2. Press the Function key two times from the System Mode screen to change to the Auxiliary Channel screen.
3. Use Select Key to change the channel (CH) and the movement pattern can be set by (+) (-) keys.

![Diagram](image_url)
The Explanation of Each Function (System Mode)

Determine the Direction of Servo and ESC Movement (Reverse)

- Press and hold down Select Key from the initial screen, then press the Function Key. It will change to the System Mode screen.
- Press the Function Key once from the System Mode screen to change to the Reverse screen.
- Use Select Key to change the channel (CH) and the direction can be set by (+) (-) keys.

The Explanation of Each Function (Function Mode)

Adjusting the Steering Response Characteristics (Steering Response)

- **Steering Speed**
  - This function limits the maximum turning speed of the steering servo.
  - If wheel operation is slower than the set speed, the operation of the servo is not limited by the setting.
  - Press the Function Key four times from the initial screen, to change to the Steering Response screen.
  - Negative values (-) yield slower turning speed. The setting range is (0~100), with a -100 setting applying maximum limit.

Advice

The setting up of the car is of course very important for turning the car smoothly. However rough steering work is just a result in loss of grip in the front tyres. Using the Steering Speed controls the rough steering work and results in more grip. Just like an expert driver you are able to drive in a calm and steady way even though driving with rough steering work.
The Explanation of Each Function (Function Mode)

Adjusting the Throttle Servo Movement (Throttle Travel)

- This function allows you to adjust the amount of servo movement individually for forward and brake. There are three ways to adjust.

Before the linkage adjustment, set the brake position of the GD Lever at maximum value.

Adjusting by Trim Lever (Direct Set Function)

- Call up the LCD display of initial screen or function mode screen.

Adjusting Forward Direction (F)

- Opening the throttle trim lever whilst the trigger is pulled fully, the LCD screen changes to the forward direction (F) automatically then can be adjusted.

Adjusting Brake Direction (B)

- Open the throttle trim lever whilst the trigger is pushed fully; the LCD screen changes to the brake direction (B) automatically then can be adjusted.

ABS (Active Braking System)

- Whilst in braking operation, applying the intermittent movement automatically and performing pumping brake effect.

1. Press the function key six times from the initial screen to change to the Throttle Response screen.
2. LCD displays brake direction (B) when the trigger is pushed fully.
3. Negative value (-) setting applies ABS feature.
4. Adjust the amount of brake by changing the value on the screen. The setting can range from -1~100.
5. The pilot lamp will turn on and off when the ABS function is in operation.
6. If the pumping cycle is too fast or too slow, the cycle can be adjusted in the ABS cycle screen (p. 29).

Caution

When ABS is in operation and the throttle trim is set towards the brake direction and still more the brake travel is setting to a large value, there is a possibility the ABS movement will be left out. If this happens be sure to set the brake trim near to the 0 value.

Advice

When more brake power is required or when the car cannot be set up well, this is an extremely effective feature. Firstly using the Brake Travel feature, set up to that maximum braking power can be gained without getting wheel lock. It may require several attempts to find the point at which maximum braking power can be gained without wheel lock.
The Explanation of Each Function (Function Mode)

Brake Punch

Set up and offset (as shown in the graph) for the effect of initial brake operation. In other words, improve the initial effect of brake response.

Press function key six times from the initial screen to change to the Throttle Response screen.

LCD displays brake direction (B) when trigger fully pushed.

Positive value (+) settings in the screen applies Throttle Punch feature whilst punching the trigger fully.

The setting can range from +1 to 100.

*If the setting value is too big, the servo simply operates in a fashion similar to a switch.

Advising by Calling up the Screen

Press function key 5 times from the initial screen to change to the Throttle Response screen.

Adjusting the forward direction (F)

1. LCD screen indicates forward direction (F) when the throttle trigger is freed.

2. Use the (+) (-) key to adjust turning angle.

Adjusting the Brake Direction (B)

1. When the trigger is pushed fully, the LCD screen displays brake direction (B).

2. Keep this position and use the (+) (-) keys to adjust the maximum brake rate.

Advice

This function can be used to adjust the initial effect of braking, especially for electric cars in that the initial effect of braking is not sufficient in ESC or a loose linkage setup of gasoline-powered car.
The Explanations of Each Function (Function Mode)

Throttle Response

In the Throttle Response, the characteristics for forward direction and brake direction can be adjusted in two ways. Throttle Punch or TRC for the forward direction, Brake Punch or ABS for the brake.

Throttle Punch

1. Set up an offset (as shown in the graph) for the effect of trigger operation. In other words, improve the initial effect of throttle response.
2. Press function key six times from the initial screen to change to the Throttle Response screen. LCD displays forward direction (F) when the trigger is released.
3. Positive value (+) settings in the screen applies the Throttle Punch feature. The setting can range from 0—100.

Advice

This function can eliminate the time lag before the clutch engages in a gasoline-powered car or can be used to control the initial application of power to an electric car. The greater the value of the setting the larger movement of the throttle operation at the initial stage.

TRC (Traction Control)

Save power by controlling a delay in the power on direction when the trigger is pulled.

1. Press Function Key six times from the initial screen to the Throttle Response screen. LCD displays forward direction (F) when freeing the trigger.
2. Negative value (-) settings applies TRC feature. The setting can range from 1—100. Maximum save is -100.

Advice

More than necessary rough application of the power will not improve your lap time. Wasting energy result in higher consumption of your nicad batteries. Expert drivers apply the power without wasting the energy and means smooth acceleration. Using the TRC means that you can pull back the throttle quickly.
The Explanations of Each Function (Function Mode)

**Throttle Response**

In the Throttle Response, the characteristics for forward direction and brake direction can be adjusted in two ways. Throttle Punch or TRC for the forward direction, Brake Punch or ABS for the brake.

**Throttle Punch**

1. Set up an offset (as shown in the graph) for the effect of trigger operation. In other words, improve the initial effect of throttle response.

2. Press function key six times from the initial screen to change to the Throttle Response screen. LCD displays forward direction (F) when the trigger is released.

3. Positive value (+) settings in the screen applies the Throttle Punch feature. The setting can range from 0—100.

**Advice**

This function can eliminate the time lag before the clutch engages in a gasoline-powered car or can be used to control the initial application of power in an electric car. The greater the value of the setting, the larger movement of the throttle operation at the initial stage.

**TRC (Traction Control)**

Save power by controlling a delay in the power on direction when the trigger is pulled.

1. Press Function Key six times from the initial screen to the Throttle Response screen. LCD displays forward direction (F) when freeing the trigger.

2. Negative value (-) settings applies TRC feature. The setting can range from 1—100. Maximum save is -100.

**Advice**

More than necessary rough application of the power will not improve your lap time. Wasting energy result in higher consumption of your nicad batteries. Expert drivers apply the power without wasting the energy and means smooth acceleration. Using the TRC means that you can pull back the throttle quickly.
The Explanation of Each Function (Function Mode)

Brake Punch

Set up and offset (as shown in the graph) for the effect of initial brake operation. In other words, improve the initial effect of brake response.

1. Press function key six times from the initial screen to change to the Throttle Response screen.
2. LCD displays brake direction (B) when trigger fully pushed.
3. Use (+) (-) keys to adjust the maximum brake rate.

Caution
After the linkage process, be sure to avoid exerting excessive pressure on the servo when full throttle or brake are applied.

Advice
This function can be used to adjust the initial effect of braking, especially for electric cars in that the initial effect of braking is not sufficient in ESC or a loose linkage setup of gasoline-powered cars.
The Explanation of Each Function (Function Mode)

Adjusting the Throttle Servo Movement (Throttle Travel)

- This function allows you to adjust the amount of servo movement individually for forward and brake. There are three ways to adjust.

Before the linkage adjustment, set the brake position of the GD Lever at maximum value.

- Adjusting by Trim Lever (Direct Set Function)
- Call up the LCD display of initial screen or function mode screen.

Adjusting Forward Direction (F).
- Operating the throttle trim lever whilst the trigger is pulled fully, the LCD screen changes to the forward direction (F) automatically then can be adjusted.

Operate the trim lever

Adjusting Brake Direction (B)
- Operate the throttle trim lever whilst the trigger is pushed fully, the LCD screen changes to the brake direction (B) automatically then can be adjusted.

Operate the trim lever and this setting can range from 0-130.
(reverts back to previous screen in approx. 5 seconds.)

ABS (Active Braking System)

Whilst in braking operation, applying the intermittent movement automatically and performing pumping brake effect.

1. Press the function key six times from the initial screen to change to the Throttle Response screen.
2. LCD displays brake direction (B) when the trigger is pushed fully.
3. Negative value (-) setting applies ABS feature.
4. Adjust the amount of brake by changing the value on the screen. The setting can range from -1-100.
5. The pilot lamp will turn on and off when the ABS function is in operation.
6. If the pumping cycle is too fast or too slow, the cycle can be adjusted in the ABS cycle screen (p.29).

Use (+) (-) keys

1. Turn on and off when ABS is in operation
2. Push fully.
3. The setting range is -1-100

Caution

When ABS is in operation and the throttle trim is set towards the brake direction and still more the brake travel is setting to a large value, there is a possibility that ABS movement will be left out. If this happens be sure to set the brake trim near to the 0 value.

Advice

When more brake power is required or when the car cannot be set up well, this is an extremely effective feature. First, using the Brake Travel feature, set up so that maximum braking power can be gained without getting wheel lock. It may require several attempts to find the point at which maximum braking power can be gained without wheel lock.
The Explanation of Each Function (System Mode)

Determine the Direction of Servo and ESC Movement (Reverse)

Use this function when the direction of servo and wheel trigger operation is in reverse. It will be able to change the direction of servo for Steering (CH1) and Throttle (CH2).

CH3 and the auxiliary channel can set the operation direction in the reverse way.

Use auxiliary CH position (p.27) if you want to determine the direction of servo to the reverse.

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The Explanation of Each Function (Function Mode)

Adjusting the Steering Response Characteristics (Steering Response)

Steering Speed

This function limits the maximum turning speed of the steering servo.

If wheel operation is slower than the set speed, the operation of the servo is not limited by the setting.

1. Press the Function Key four times from the initial screen, to change to the Steering Response screen.
2. Negative values (-) yield slower turning speed. The setting range is (0~100), with a -100 setting applying maximum limit.

Advice

The setting up of the car is of course very important for turning the car smoothly. However rough steering work is just a result in loss of grip in the front tyres. Using the Steering Speed controls the rough steering work and results in more grip. Just like an expert driver you are able to drive in a calm and steady way even though driving with rough steering work.
The Explanation of Each Function
(Function Mode)

Adjusting the Steering Response Characteristics
(Steering Response)
Can be adjustable into two different characteristics.

- Steering Curve
  1. As shown in the graph, change the angle so that the servo moves quickly in response to the angle the steering wheel is turned.
  2. Press the Function Key four times from the initial screen, to change to the Steering Response screen.
  3. Adjust the Steering Curve (setting range +1→100) by pressing the (+) (-) keys. Positive values yield quicker response.

Advice
This function is effective for cars less sensitive near the neutral position.

The Explanation of Each Function
(System Mode)

Select the Movement of Auxiliary Channel (CH3) (CH4).
(Auxiliary CH Select)

There are five different ways to select the auxiliary channel (CH3)

1P Position movement
Performs like a push button operation
When the lever is released (P1). When the lever is operated (P2).
It is useful for EG Remote Control Unit.

2P Position movement
Performs like a toggle switch.
(P1) and (P2) switches by lever operation.

3P Position movement
Performs like a three position switch.
(P1), (P2) and (P3) switches by lever operation.
It is useful for EP trailer gear shift change.

4P Position movement
By lever operation, it can be switched four positions.

LIN movement
By lever operation, it performs a maximum of 240 steps movement.
It is useful for the mechanism which requires the

1. Press and hold down Select Key from the initial screen then press the Function Key, it will change to the System Mode.
2. Press the Function key two times from the System Mode screen to change to the Auxiliary Channel screen.
3. Use Select Key to change the channel (CH) and the movement pattern can be set by (+) (-) keys.

More information about the Movement pattern.
The Explanation of Each Function (Function Mode)

1. Adjust by GD Lever
   - When set to Travel Position by GD Lever A, the turning angle can be adjusted assuming the value displayed on the screen as maximum value.
   - Change the LCD display from the initial screen to the Function Mode.
   - Operate the GD Lever A, LCD will be automatically displayed and the turning angle in both the left and right directions can be adjusted simultaneously.
   - *The setting range is 0 ~ 

Caution

After the linkage process, make sure the setting does not lock the linkage and cause excessive force to be applied to the servo. *Excessive force to the servo will result in damage and loss of control.

The Explanation of Each Function (System Mode)

How to set up the Auxiliary Channel Position (Turning angle)

Adjust the each position of the servo in the GD lever selections.
Change the LCD screen to the initial screen of the Function

In the Case of 1P Position ~ 4P Position

1. By operating the lever in which an auxiliary channel has been set displays each position on LCD.
2. Whilst the position is displayed, use (+) (-) keys to adjust.

In the Case of Linear Movement

Operate the lever to the direction you want and the beeper sounds will be changed to the set turning angle.

End Point

*Using (+) (-) key to adjust each end position

End Point

Using (+) (-) key to adjust each position

Position

Value of each position

Position of End Point

End Point

Operate the lever

Operate the lever

Operate the lever

Initial Screen

a. Operate the GD Lever
b. Displays automatically

If you assigned this function to GD A. You can adjust the turning angle in both the left and right directions easier.
The Explanation of Each Function (Function Mode)

Adjusting the Turning Angle of the Steering Servo (Steering Travel).

Be sure to set the Travel Position of GD Lever A at a maximum value before adjusting the linkage.

- **Adjusting by Trim Lever (Direct Set Function)**
  1. Change the LCD display from the Initial Screen to the Function Mode. (refer to P13)
  2. Turn the steering wheel fully to the right and the LCD automatically displays the right wheel steering turning angle. Adjust angle by pressing the trim lever.
  3. Turn the steering wheel fully to the left and the LCD automatically displays the left wheel steering turning angle. Adjust angle by pressing the trim lever.

- **Calling up the Screen and Adjusting**
  1. Pressing the Function Key three times from the Initial Screen displays the Steering Travel screen.
  2. Turn the steering wheel all the way to the right and adjust the right side turning angle by pressing the (+) (-) keys. (This setting range from 0-130).
  3. Turning the steering wheel all the way to the left and adjust the left side turning angle by pressing the (+) (-) keys. (This setting range from 0-130)
  4. When the steering wheel is in neutral position, you can adjust turning angle of both left and right at the same time by pressing (+) (-) keys.

- **Cautions**
  Please use Model Select, GD Select after you fully understand the functions. Incorrect setting can cause loss of control.

---

The Explanation of Each Function (System Mode)

Assigning Various Functions to the GD lever (GD Lever Select)

Allows function to be assigned to the GD lever

1. Press and hold down the Select Key and then press the Function Key to change to the System Mode screen.
2. Press the Function Key three times from the System Mode screen to change to the GD Lever Select screen.
3. Use the Select Key to select the control that a function is to be assigned to GD lever A-C. Then use the (+) (-) keys to select the function to be assigned. The function setting can be repeated so please be careful.

---

Switch the GD lever (A-C) by using the Select Key

Change the function by using (+) (-) keys.

Function (CH3 / CH4 / TRV / BRAKE)

- CH3 (CH3 Operation)
- CH4 (CH4 Operation)
- TRV (Steering Travel position)
- BRAKE (Brake position)

Caution: Please use Model Select, GD Select after you fully understand the functions. Incorrect setting can cause loss of control.
The Explanation of Each Function (System Mode)

Changing the Pumping Cycle of ABS Brake (ABS Cycle)

Two different pumping cycles (intervals) of ABS Brake can be set.

1. Press and hold down the Select Key and then press the Function Key to change to the System Mode screen.
2. Press the Function Key 4 times from the System Mode screen to change to the ABS Cycle screen.
3. Use the (+) (-) keys to select. For the gasoline-powered car should be set SLOW, and for the electric-powered car should be set Quick.

Advice

For the ESC in the electric-powered car, it will be changed by the braking effect of installed speed controller. Suggest to try both SLOW and QUICK cycle settings. For the gasoline-powered car, the effect of this function will be changed by the speed of throttle servo. SLOW cycle should be better.

To Input, Change and Delete the Names in the Model Memory (Model Name)

For up to six letters or symbols can be stored in each

1. Press and hold down the Select Key and then press the Function Key to change to the System Mode screen.
2. Press the Function Key five times from the System Mode screen to change to the Model Name screen.
3. Use the Select Key to move the cursor. And the (+) (-) keys to select the characters.
About LCD Display

Initial Screen
- This Screen is Displayed When the Power is First Turned on.

Current model number among the three different setting stored in the memory.

Battery voltage

Model Name
- None stored when unit is released.

Calling Up LCD Screen/LCD Map
- The LCD Screen used on this transmitter is divided into two modes (group). System Mode includes function screens that are used during linkage and that are not used during normal operation.

Enter Function Mode by pressing the function key while in Initial Screen. Then pressing the Function Key in regular sequence will cause screen to change accordingly.

Enter System Mode by pressing and holding Select Key and pressing the Function Key. Then pressing the Function Key in regular sequence will cause the screen to change accordingly.

Connecting the Receiver

Connecting the receiver
- Crystal replacement
- Antenna Lead
- Crystal replacement
- Switch Harness
- ESC or Throttle Servo

Warning
- Be sure to use genuine KO Pro products e.g. transmitter, receiver, ESC and other option parts. * We cannot assume any responsibility for the use of other companies products with this unit.

Caution
- Be careful not to reverse the polarity of the transmitter and the receiver. Reverse polarity could damage the units.

Connecting the receiver
- Crystal replacement
- Antenna Lead
- Crystal replacement
- Switch Harness
- ESC or Throttle Servo

Warning
- Do not cut or bundle the aerial wire with other cords. It may result in decreasing the sensitivity of the receiver and may result in the model running out of control.

Caution
- Be sure to use genuine KO Pro products e.g. transmitter, receiver, ESC and other option parts. * We cannot assume any responsibility for the use of other companies products with this unit.

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- Be sure to use genuine KO Pro products e.g. transmitter, receiver, ESC and other option parts. * We cannot assume any responsibility for the use of other companies products with this unit.

Connecting the receiver
- Crystal replacement
- Antenna Lead
- Crystal replacement
- Switch Harness
- ESC or Throttle Servo

Warning
- Be sure to use genuine KO Pro products e.g. transmitter, receiver, ESC and other option parts. * We cannot assume any responsibility for the use of other companies products with this unit.
Notes on Receiver Usage

The Source of Noise and Electromagnetic Induction
(Electric-powered car)

- Assume that all areas where large currents are flowing are generating noise.
- Locate antenna wires and receivers as far away from the motor, ESC, nicad batteries, and silicone wire as possible. Noise is a type of radio wave, and therefore is radiated (travel through the air) in the same direction.

Distance Between the Receiver and Antenna Holder

- Install the antenna holder as near to the receiver as possible.
- The easier it is for the antenna to pick up noise, the better.

How to Use the Transmitter

1. Simple Way to Adjust the Turning Angle of the Servo
   (Direct Set Function)

   **Steering**
   1. Turn the wheel to the maximum position of left or right and you can adjust the turning angle of each direction by operating the steering trim lever.
   2. In addition to the trim setting, the LCD display will automatically change to the steering travel function display screen (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds. This setting can range from 0-130.

   **Throttle**
   1. Move the trigger to the maximum position forward or backward and you can adjust the throttle angle by operating the throttle trim.
   2. In addition to the trim setting, the LCD display will automatically change to the throttle travel function forward and brake (F.B) display screen. (Does not apply when in System Mode) and return to the previous screen after approx. 5 seconds. This setting can range from 0-130.

Advice

- When adjusting the turning angle by direct set, release the trim lever and return to the neutral position of wheel or trigger. If you release the trim in the opposite direction, it may result in an incorrect trim setting.
How to Use the Transmitter

How to Use the GD Lever

GD lever A and B operate left and right; GD lever C operates up and down.

1. GD lever A will adjust the steering travel (turning angle) During this operation, LCD display automatically changes to the travel position (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds.

2. GD lever B will adjust the brake travel (brake turning angle) During this operation, LCD display automatically changes to the brake position (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds.

3. GD lever C will operate CH3 feature. During this operation, LCD display automatically changes to the CH3 position (does not apply when in System Mode), and return to the previous screen display after approx. 5 seconds. Please refer to page 27 for setting up each position.

Advice
You can change each lever’s function. (GD lever select, P28)

Notes on Receiver Usage

Mounting the Receiver (Electric-powered car)

- The installation position should be as far as possible from the motor, ESC, nicad batteries, silicone wires or other noise sources.

Especially, do not route the silicone wires next to the receiver. (must not be near to the crystal)

FET servo blue wire (7.2V wire) and switches can also generate noise, position them as far away as possible from the receiver.

Notes on Installing the Receiver

- When fixing the receiver in place on the chassis or on the "mech. deck", place one on top of the other, as the receiver is cushioned somewhat.

Advice
- Do not allow the receiver to cross the antenna.
- Do not route the wires near the antenna.
- Always position the receiver on the top.
**Notes on Installing the Receiver**

**Notes on Installing the Receiver (Gasoline-powered car)**

- Do not secure the receiver on the chassis or the "mechanical deck." Vibrations will cause the receiver to malfunction and may even cause internal damage to the receiver. Either use the bracket (receiver holder) provided with the kit, or else cushion the receiver with a sponge-like material.

**Notes on Antenna Installation**

- Please follow the instruction as in the illustration below when you mount the antenna holder to the metal or carbon chassis. When using on FRP or carbon hollow antenna on a racing car, etc., do not pass the antenna wire through the pipe, allow it to trail away loosely outside.

**How to Use the Transmitter**

**How to Use Trim Lever (Adjusting the neutral of servo etc)**

1. **Steering Trim**
   - When the steering wheel and throttle trigger are both in the neutral position by moving trim left or right (up or down), you can adjust the neutral position.

2. **Throttle Trim**
   - At the same time, the LCD display automatically indicates trim position screen.
     - (Auto display function)
     - After the operation, it will revert back to previous screen in approx. 5 seconds.
     - (Does not apply when in System Mode)

3. **Setting range** is R/L 0-80, (F/B 0-80).
   - Make sure that the setting does not lock the linkage and cause excessive force to be applied to the servo.
     - (In the throttle trim, it does not move at high end. Only the maximum tuning of braking will be effective by trim adjustment)

4. **Advice**
   - During the linkage process, adjust the trim close to 'o' position.

---

**Bracket**

**Sponge**

**Piano wire**

**Pipe**

**Aluminum holder**

**Metal carbon** (OK if FRP or plastic)

**Soldered to lug board**

**Plastic holder**

**Metal carbon**

**Do not secure antenna wire to the plate**
How to Use the Transmitter

Key Panel

Function Key
Each LCD display (Function) changes in order.

Select Key
Changing the LCD display (Function) except for figure data. (i.e. CH)

LCD Screen

Battery alarm
If the battery voltage drops to 8.7V or less whilst the transmitter is in operation, (Low Batt) will be displayed on the LCD screen. In this event, replace the batteries.

Memory Error
The LCD screen shown at left appear if something happens on the CPU and (Memory Error) will be displayed with a alarm.

Warning display in the LCD

Warning
If (Low Batt) sign appear collect the mode immediately. The oadis signal will become weaker, which could cause a loss of control.

If (Memory Error) appear please ask for repair. It may result in misoperation.

How to press the key
Press the middle of each keys with finger. Do not use sharp material, it may damage the cover.

+ , - Key
Changing the LCD display (Function) of figure data. Press both keys at the same time will display default figure. (except for some functions)

Steering Travel L
Adjusting left steering turning angle.

Steering Travel R
Adjusting right steering turning angle.

Model Select
Changing the model memory.

Steering Response
Adjusting the steering response characteristics.

Steering Response (-)
Steering Speed. Steering characteristics of the car become "mild".

Steering Response (+)
Steering Curve. Steering characteristics of the car become "Quick".

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**How to Use the Transmitter**

### Charging

Connect AC mains charger or DC 12v charger (KO Propo products) into the Tx charge jack and charge.

**Warning**

- In case of nicad batteries being used for transmitter or receiver, be sure to charge properly if the batteries are not fully charged. The model may run out of control.

**Warning**

- Do not charge when using dry cells. If you change dry cells, it could cause damage to the transmitter.

**Caution**

- When changing the crystals, be sure to use genuine FM-type transceiver crystals from KO Propo. Crystals from other manufacturers may operate at slightly different frequencies, resulting in loss of control.

### Changing the Crystals (changing the frequencies)

Insert the crystal properly and be careful not to bend the pins.

**Warning**

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### Adjust LCD Contrast

One of the characteristics of a dot matrix LCD is change of contrast depending on the temperature. Adjust the contrast so that the display is easy to see. (4 levels)

- Power switch on. (displayed initial screen)
How to Use the Transmitter

How to Insert Dry Cells (sold separately)
1. Insert eight size AA batteries into the battery box.
   
   - **Caution**: Be very careful to load the positive and negative terminal of each battery properly!

2. Insert the battery box matched with battery box terminals and transmitter terminals.

3. Close the battery compartment with cover.
   
   - **Caution**: Do not use AA size nicad battery. It may cause emission inside the transmitter with gas when charging.

How to Insert a Nicad Battery or Hydropack (sold separately)
1. Plug in the connector of a nicad battery pack.

2. Insert nicad battery or hydropack correctly.

3. Close the battery compartment with cover.
   
   Be sure not to catch battery lead in between compartment and cover.

---

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  - Crystal (P8)
  - Battery Compartment
  - Throttle Trigger
  - Charging Jack (P8)

---

*Note on Switching Power Switch off: After the operation of function keys and G.D lever, do not switch off for at least 1 second or else. Setting*

---
Notes after Driving (Sailing)

**Warning**

- In the case of electric cause, be sure to disconnect the nicad battery afterwards.
- It may cause fire or the model to run out of control in case of switch being left on.

**Caution**

- When storing the transmitter, batteries and models, be sure to keep them out of the reach of children.
- It may result in damage by chemicals.

**Danger**

- Be sure to disconnect the battery from the transmitter when not in use for a long time.
- It may damage the transmitter if you leave the battery in the transmitter for a long time.

**Note**

- Do not store the transmitter in the following places.
  1. Extremely hot or cold places (+40°C, -10°C).
  2. Direct sunshine.
  3. High humidity places.
  4. Dusty places.
  *If you store the unit under these circumstances, it may result in misoperation or damage to the unit.

**Warning**

- Do not short the battery terminals.
  *It is dangerous because it may be the outbreak of fire or explosion.
- Do not incinerate the batteries.
  *It is very dangerous because they may explode.

**Caution**

- Be sure to use KO Propo charger and use the correct charging current.
- Avoid overcharging the battery. Overcharging not only damages the battery, but can cause excessive heat to build-up and possibly cause fire, resulting in serious accidents.
- Do not use the Hydropack with rapid chargers from other companies, because there is a possibility that the auto cut-off function will fail to operate.

**Caution**

- In the event of liquid leaking from battery, do not allow liquid to touch eyes or skin. Burns and blindness may occur. Apply large amounts of water and contact a doctor immediately for treatment.

**Warning**

- Do not apply big shocks to the batteries. It may damage the battery and result in short circuits and possibly a fire.

**Danger**

- Do not dismantle or modify the battery.
  *Dismantle the battery may cause liquid to leak out and it is very dangerous.

**Danger**

- Do not wet batteries and do not charge wet batteries.

Nicad batteries are recyclable. Please support recycling.
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Read First

Thank you for purchasing the EX-11 Presto.

Read this manual carefully in order to obtain maximum performance from the unit and keep it carefully.

The auxiliary channels of this unit (ch3,4) cannot be used with the included 2ch receiver (KR297).

It is necessary to purchase an additional channel adapter (optional).

How to find information in this manual.

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Although every effort has been made to ensure the accuracy of the information contained in this manual, please contact us if you have any questions or if you find any errors.

We cannot assume any responsibility for any damage arising from the use of this product by the customer.

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

KO PROPO

LATEST LEADING RADIO CONTROL TECHNOLOGY

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