



Control switch descriptions.

Switches A & B set the overall element sensitivity.

This changes the feel of the whole element in 3 stages. Once the element switches 1-10 have been set for your style of driving, usually adjustment of A & B are all that is needed from car to car.

The LED shows Brake switch and wiring continuity.

Plug in the controller with no car on the track, and the LED illuminates to show the brake switch is OK. Press the trigger very slightly to open the brake contact, and the LED will go off.

At this point put a car on the track, and the LED will illuminate again to show the car is OK.

Switches 1 to 10 control the actual feel of the element.

With all switches OFF, each element stage has a 1V change in output to the motor, but the first few steps will have very little effect, and the motor will start up slowly, a bit like a 50 ohm resistive controller.

With all the switches ON, each stage has only a 0.5V step, but the start is quite sharp, and will behave a bit like a 20 ohm resistive controller.

By manipulating the switches you can set the shape of the response curve of the element to suit your driving style, motor characteristics, and track conditions.

Switches C & D are the brake control.

Start with both switches ON. This is the same as the normal full braking you are used to.

Switch C Off, and note that the car slows initially as fast as before, but the brake lets go before the motor stops to leave it a little coasting inertia.

Switch C back ON, and switch D Off now, and note that the brake is still fast to start with, but lets go even earlier and the car will coast along a little further.

Try switching C & D Off and note that the braking now gives the longest coasting effect with the same fast initial slow down.

This gives you 4 possible braking action settings.