

WARNING

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product.

CAUTION: Procedures, which if not be properly followed, is able to create a possibility of physical property damage AND or possibility of injury.

⚠ Read the **ENTIRE** instruction manual to become familiar with the features of the product before operating. Fail to operate the product correctly can result in damage to the product, personal property and cause serious injury.

⚠ This is a sophisticated hobby product and **NOT a toy**. It must be operated with caution and common sense and requires some basic mechanical ability. Fail to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not attempt to disassemble, use with incompatible components or augment product in any way without the approval of VolantexRC Co., Ltd.. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

SAFETY PRECAUTIONS

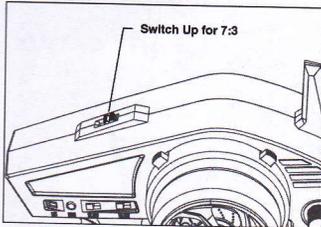
- Always ensure all batteries have been properly charged prior to using the model.
- Always check all servos and their connections prior to each run.
- Never operate your model near spectators, parking areas or any other area that could result in injury to people or damage of property.
- Never operate your model during adverse weather conditions. Poor visibility can cause disorientation and loss of control of your model.
- Never point the transmitter antenna directly toward the model. The radiation pattern from the tip of the antenna is inherently low.
- If at any time during the operation of your model you observe any erratic or abnormal operation, immediately stop operation of your model until the cause of the problem has been ascertained and corrected.

2

EXMITTER EX2 Digital Radio System

7:3 / 5:5 Switch Instruction

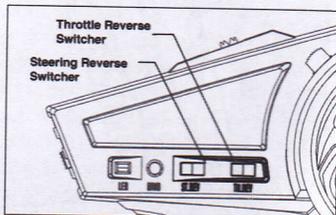
Adjust the proportion of throttle signal on either side of the center trigger position. You can pick which proportion of forward/reverse you prefer. We **recommend** using the 7:3 position for most applications.



SERVO REVERSING SWITCHES

If the direction of travel on the rudder is backwards, slide the steering reverse switch to the other position.

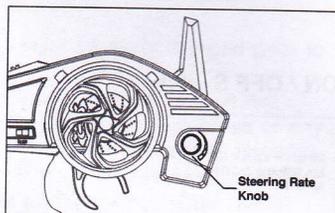
It is same principle for the throttle reverse switch.



STEERING RATE KNOB

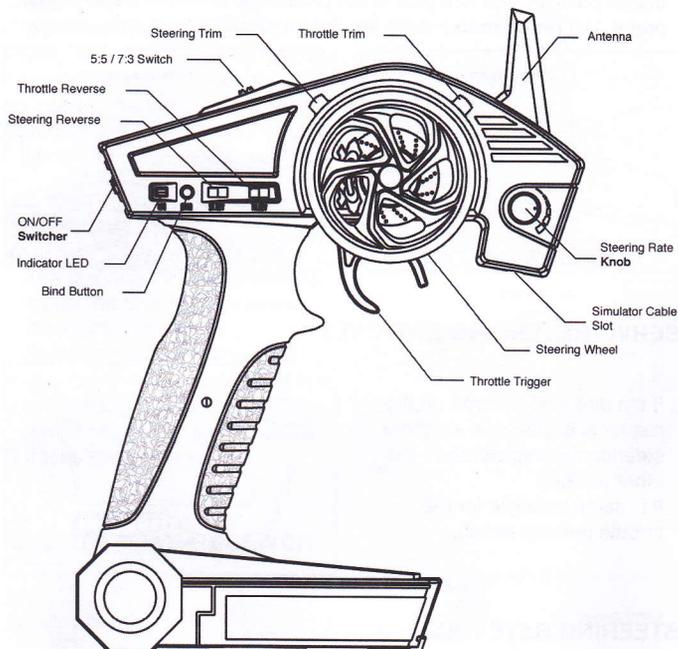
Rotating the knob clockwise will give you greater range in rudder movement.

Counter-clockwise will reduce the range of rudder movement. Adjust to suit your driving style and preferences.

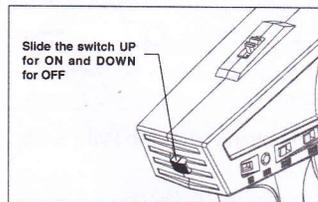


Note: the steering channel would output nothing while the Rate Knob is turn to the minimum output place.

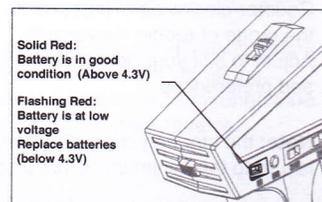
TRANSMITTER DETAILS



ON / OFF Switch



BATTERY LED MONITOR

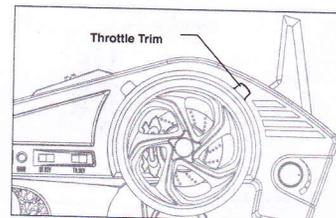


3

EXMITTER EX2 Digital Radio System

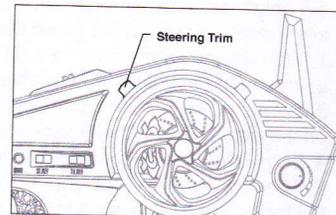
Throttle TRIM

The throttle trim dial is used to adjust the throttle trim when the throttle stick is released (neutral position). This is typically used to adjust the brakes. Rotating the dial causes the throttle position at rest) to be changed.

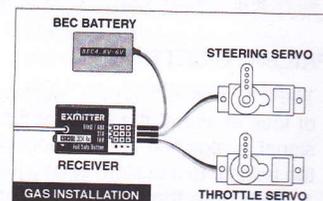
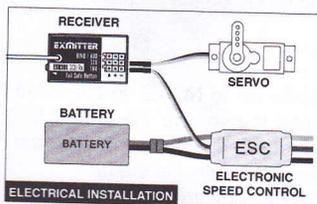


STEERING TRIM

The steering trim dial is used to adjust the steering trim when the wheel is centered. Rotating the dial changes the steering trim (the steering at rest position). Normally, the steering trim is adjusted until the vehicle tracks straight.

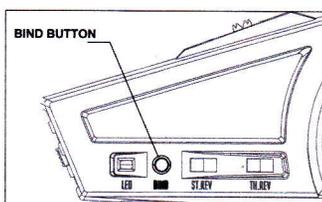
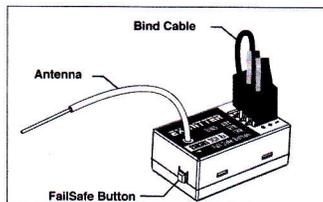


INSTALL YOUR RECEIVER



Install the Receiver in your vehicle using double-sided Velcro. Velcro will hold the receiver in place and help isolate it from vibrations. Mount the antenna up and away from the vehicle in an antenna tube. The higher up the antenna is, the better signal it will receive.

⚠ **CAUTION:** Do not cut the antenna.



Binding is the process of programming the receiver to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. When a receiver is bound to a transmitter, the receiver will only respond to that specific transmitter. If you need to rebind for any reason, please follow these steps:

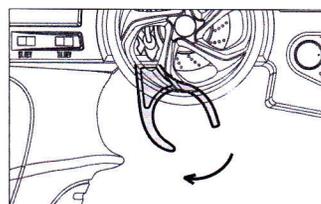
1. With the transmitter switched OFF
2. Insert the bind cable to bind channel slot.
3. Power on the receiver, then turn on the transmitter with pressing on the bind button within 5 seconds.
4. Loose the bind button and wait for about 5 seconds.
5. After the receiver LED stop flashing, it means the binding is done.
6. Unplug the bind cable and then you are ready to run.

CAUTION: DO NOT leave the bind cable in the bind channel plug after binding finished, otherwise the binding program will work automatically each time when you power on the receiver.

FAILSAFE SETTING

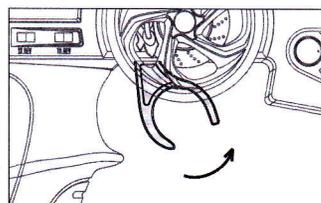
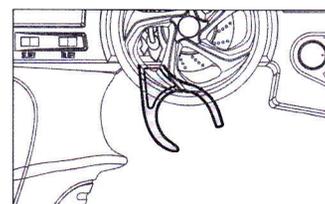
The EX2 comes with the receiver failsafe set to NONE. In the event of loss of signal the motor will stop and the vehicle will drift. If the signal is regained normal function will return. If you wish to program the failsafe to a custom setting just follow these simple steps:

1. With both the transmitter and receiver powered ON, press the failsafe button on the receiver for about 3 seconds.
2. The receiver will enter the failsafe setting menu and the receiver LED will flash.
3. You have about 3 seconds to move the controls to the position that you wish to program into failsafe.
4. After the 3 seconds the receiver will save the settings and return to normal mode.
5. If you wish to reset to a different setting, simply repeat the above steps.



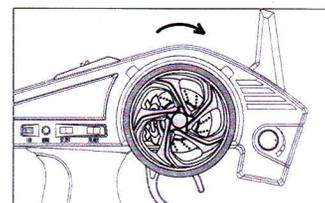
Pull the trigger towards you to arm the motor and make the vehicle go forward.

The proportional speed control means the farther you pull it the faster the vehicle will go. Release the trigger to stop.

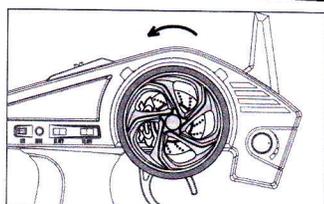


When you upgrade to brushless speed control with the reverse function, pushing the throttle trigger forward will make the motor run in reverse and back the vehicle up.

Rotate the steering wheel clockwise while holding the trigger to turn right. If the steering is not tight enough, increase the travel volume by rotating the travel rate knob clockwise till you reach the desired amount.



Rotate the steering wheel counter-clockwise while holding the trigger to turn right. If the steering is not tight enough, increase the travel volume by rotating the travel rate knob clockwise till you reach the desired amount.



CHANGING THE TRAVEL ADJUST SETTINGS

The travel function supports precise endpoint adjustments in each direction for the steering and throttle channels.

1. Hold the trigger in the full brake position while powering on the transmitter. The LED flashes rapidly, indicating the programming mode is active.
2. **Throttle End Point:** Hold the trigger in the full throttle position. Turn the TH TRIM to adjust the full throttle end point. Return the trigger to the center position.
3. **Brake End Point:** Hold the trigger in the full brake position. Turn the TH TRIM to adjust the full brake end point. Return the trigger to the center position.
4. **Left Steering End Point:** Hold the steering wheel in the full left position. Turn the ST TRIM to adjust the left end point. Return the steering wheel to the center position.
5. **Right Steering End Point:** Hold the steering wheel in the full right position. Turn the ST TRIM to adjust the right end point. Return the steering wheel to the center position.
6. Power off the transmitter to save the travel adjust settings. The minimum Travel is 75%, and the Maximum travel is 140%.

IMPORTANT: If the travel is changed on the EX2, pls re-bind the receiver and relaunch.

2.4Ghz TROUBLE SHOOTING GUIDE

Problem	Possible Cause	Solution
The system is not connected	Your transmitter and receiver are too close	Take transmitter 1 to 3 meters away from receiver
	You are around metal objects	Try in an area with less metal around
	The model selected is not the model bound to	Check the selected model and ensure you are bound to the specific one
	The model is not the bound one	Rebind your transmitter and receiver
The receiver goes into failsafe mode not matching the distance from the transmitter	Check the receiver antenna to ensure it is not cut or damaged	Replace the receiver and rebind to transmitter
		Make sure your receiver antenna is above the vehicle and is in an antenna tube
The receiver not responding during operation	Low battery voltage	Charge your battery
	Loose or damaged wires or connectors between battery and receiver	Check the wires and connection between the battery and receiver. Repair or replace wires and/or connectors

Caution: The user is cautioned that changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation.

If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.