

12X Quick Start Guide

1. Install Receivers

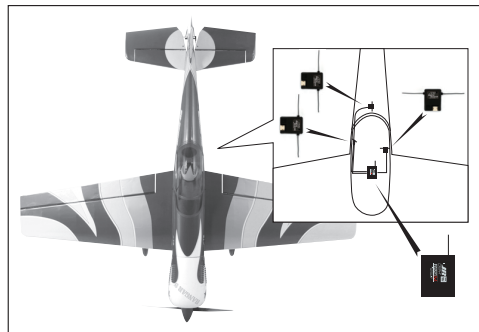


Illustration of R1221 installed in Hangar 9® Sukhoi

Install the main receiver with foam rubber and hook and loop strap or similar. Install the remote receivers with double-sided tape. Though in general it is non-critical, optimum installation of the remote receivers will be in different orientations and in different locations in the aircraft. Locations can be optimized through advanced range testing with a flight log as covered in the manual on pages I-21 and I-22.

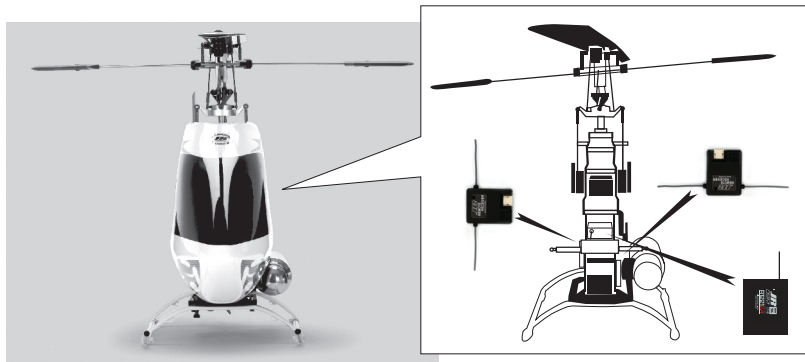
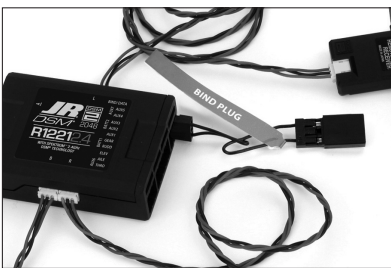


Illustration of R1221 installed in JR® Vibe 50

2. Bind Receiver

- Plug the bind plug into the receiver's Bind port.
- Power up the receiver. The lights on all attached receivers will be flashing.
- Move the sticks and switches on the transmitter to the desired failsafe positions (low throttle and neutral control positions).
- Press and hold the bind button on the back of the transmitter while turning the transmitter on.
- Release the bind button. The LED will go solid amber within 20 seconds and the system will connect.
- Remove the bind plug from the charge jack or bind port.



3. Charge Batteries



Charge the transmitter battery pack for 8 to 10 hours with included charger.



Important: The latest generation of nickel-metal hydride batteries incorporates a new chemistry mandated to be more environmentally friendly. These batteries, when charged with peak detection fast chargers, have tendencies to false peak repeatedly. If using NiMH packs, initially charge the battery using a charger such as the JR NEC-222 (JRPC222) overnight charger (or similar) for a period of 24–48 hours or until the battery begins to feel warm to the touch. After the initial charge, a peak charger such as the E-flite® Pinnacle+ (EFLC2020) or similar chargers can be used to fast charge the battery. After charging, the battery should be warm to the touch.

Battery/Power Requirements

Inadequate power systems that are unable to provide the necessary minimum voltage to the receiver during flight loads have become the number one cause of in-flight failures. It is highly recommended the system be tested per the guidelines on page I-24 to a minimum acceptable voltage of 4.8 volts during ground testing. This will provide head room to compensate for battery discharging or if the actual flight loads are greater than the ground test loads.

4. Turn Transmitter and Receiver On

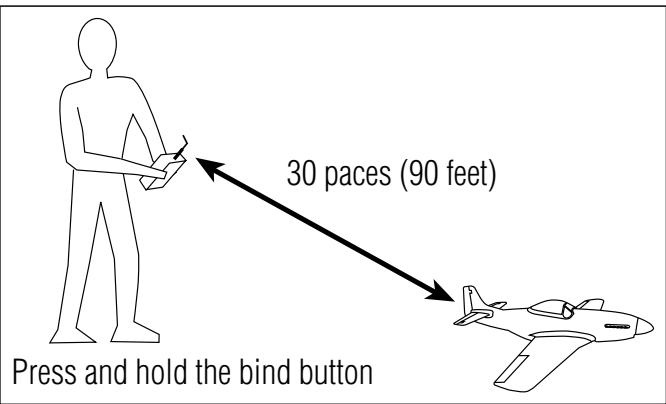
Check that the direction of each channel is correct. Use the servo reversing switches on the front of the transmitter to change the direction if necessary.

5. Re-Bind the System

at low throttle to set the failsafe position to low throttle. If the signal is lost, the throttle servo will drive to a low throttle safe position.

6. Range Check

Perform a range check per page I-21 in the manual and if successful you're ready to fly.



Range Test

1. With the model resting on the ground, stand 30 paces (approx. 90 feet) away from the model.
2. Face the model with the transmitter in your normal flying position and depress and hold the bind button on the back of the transmitter. This causes reduced power output from the transmitter.
3. You should have total control of the model with the button depressed at 30 paces (90 feet).