

DCX

Congratulations on purchasing the Hitec RCD, DCX Dual Conversion Receiver. The DCX is the first true “dual conversion” surface use receiver on the market today, offering you the best chance of “glitch-free” operation you have ever had. Using our years of experience with dual conversion aircraft receivers, Hitec is proud to introduce this long awaited breakthrough product to the surface market.

Please take time to familiarize yourself with the proper procedures.

1. Installation and Operation

*The typical mounting procedure is to use double-sided foam tape to secure the receiver to the vehicle. You may mount the receiver on its back or side with the crystal side down for best performance.

*For gas cars and trucks it is best to “Shock mount” the unit to prevent the vibration of the engine from affecting the performance of the unit. This is done by mounting the unit to a solid piece of material, then mounting that piece to the chassis or radio tray with rubber grommets to absorb the vibration and shock. Wrapping the unit in foam and securing it to the chassis is also acceptable but less desirable.

Crystals: Use only genuine Hitec RCD dual conversion receiver FM crystals.

DSC (Direct Servo Control): The DCX can be controlled directly when connected to the Hitec Lynx 3D with the DSC cord only.

2. Precautions

*Before operation make sure your transmitter and receiver are on the same channel. (Crystals must be on the same band as the receiver)

*Always turn your transmitter on first and the off last so the receiver is not subjected to an open signal that could damage the servo and linkage.

*When using the system in gas powered vehicles, it is advisable to perform a range check. This is done by walking away from the vehicle with the engine running and the transmitter antenna collapsed. You should get a minimum of 50ft before the servos start to jitter or jump.

*Never cut any length off the antenna.

*Never use excessive force when plugging a connector into a receiver slot and take care not to pull a connector out by the wires.

3. Troubleshooting

Loss of range:

*Check for cut or damaged antenna.

*Remount receiver on side.

*Check motor brushes and commutator for arcing. (replace and clean if needed).

*Relocate receiver away from motor and battery wires.

*If all efforts fail, the internal components may be damaged. Send the unit to an authorized service center for repair.

Receiver does not respond:

*Check receiver crystal. Replace as needed.

*Check if the power source is properly connected.

*If all efforts fail. Send the unit to an authorized service center for repair.