



11x-Zero Manual Addendum Notes

Please read this additional instruction sheet in conjunction with the JR Manual and MacGregor Booklet provided with your MacGregor/JR 11X Zero radio control system. This sheet details important information relating to MacGregor/JR versions of the 11X Zero.

NICKEL METAL HYDRIDE BATTERIES

Please charge your batteries using the JR/MacGregor NEC 501-B charger supplied. This charger has an output of 150 mA and for the first charge the transmitter and receiver packs should be connected for 16 hours.

The JR receiver battery supplied is fitted with a temperature sensor to help prevent overcharging. The sensor lead is the additional white plug that exits from the battery. This must be connected to the matching white socket from the charger otherwise the receiver side of the charger will not work. Please note that the NEC 501-B charger will only work with JR batteries fitted with a temperature sensor. However the battery itself can be charged using other types of charger without connecting the sensor lead.

The Ni-MH batteries supplied may false peak when using a fast charger. Some older chargers, or those with simple charge functions, may not be compatible with the charge circuitry in the 11X. If you do use a fast charger, please monitor the charger display before disconnecting to make sure that a full charge has been achieved.

Care should also be taken to make up charge leads with the same polarity as the JR/MacGregor charger supplied. Please do not use a Li-po battery pack to power your transmitter. It is unnecessary, may cause damage and will void your warranty.

MAIN INSTRUCTION MANUAL

The manual supplied with your 11X Zero was written with reference to systems supplied in Japan. However there are some references that do not apply within the UK, or are incorrect:

PAGE 2, 3 & 10

An NEC-501B charger is supplied with UK specification sets. The B version is equipped with a UK compliant 3-pin mains plug.

PAGE 3, 9 & 97

Besides the 2.4 GHz module supplied, your JR/MacGregor 11X Zero will work with both standard crystal and synthesised 35MHz modules (aircraft use only) and 40 MHz modules (surface use only). However it will be restricted to ten-channel operation. 72MHz modules should not be used in the UK. PCM12X modules should also not be used.

After fitting a 35MHz or 40MHz JR module, the modulation should be changed to either S-PCM or PPM depending upon the receiver type. Z-PCM receivers are not supported by the 11X Zero.

When using a 35MHz or 40MHz module you will also need to fit a standard JR telescopic aerial, part number JRC463. To fit the aerial, remove and store the blanking plug fitted to the top of the transmitter and slide in the telescopic aerial. Screw it down gently and nip up to make it secure.

Important Note: When using a 35MHz or 40 MHz module, be sure to extend the telescopic aerial and use a suitable pegboard system to warn other users of the frequency you are using.

JR have indicated that the telescopic aerial can be left in position while the set is being used with the 2.4GHz module, but that the metal aerial should not be extended. However to ensure that the 2.4GHz aerial is completely unobstructed, we would strongly suggest that the metal aerial is removed during 2.4GHz operation.

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The receiver connection diagram shows an RD1231 receiver (RD1221 in the UK). However UK specification sets are supplied with an RD921 nine channel receiver. At the time of writing JR do not supply an 11-channel receiver, so if the additional two channels are required you should use a 12-channel DSM2 receiver.

WARRANTY**PAGE 126, 127 & 128**

The warranty referred to in the manual relates to Japanese consumers only. For details of your 12-month UK warranty, please refer to the MacGregor booklet included with every MacGregor/JR 11X Zero.

STICK MODE CHANGE

To change the stick mode on the 11 series radios you will need to firstly remove the battery pack from the radio and then the rear case by undoing the 6 cross head screws and gently prising the case halves apart. Please be careful when removing the rear case as there are connecting cables between the two cases which do not need to be disconnected.

Once you have taken the rear case off you will need to swap the ratchet plate and spring assemblies from what is currently the throttle stick to the opposite stick assembly.

Replace the rear case and battery pack and then power the set up. Go into the 'Systems menu' and you will see a menu called 'STK MODE'. In this menu please select the desired stick mode.

Please note that your radio will always be a native Mode 2 radio so if you erase a memory or set up a new one you will need to change the stick mode electronically as above.