CAUTION!

WHEN BENCH - TESTING THE REGENT '8' (OR ANY TRANSISTORIZED RECEIVER) **ALWAYS** DISCONNECT THE "A+" BATTERY LEAD FIRST. THIS IS THE GREEN WIRE FROM THE RECEIVER. IF THIS PROCEDURE IS NOT FOLLOWED IT IS POSSIBLE YOU MIGHT DAMAGE YOUR RECEIVER.

IF THE ILLUSTRATED HOOK-UP DIAGRAM IS FOLLOWED USING A D. P. S. T. SWITCH AS SHOWN, NO DAMAGE CAN OCCUR.

YOU WILL LIKEWISE BE SAFE IF ALL BATTERY LEADS ARE BROKEN SIMULTANEOUSLY SUCH AS BY DISCONNECTING A MULTIPLE PIN PLUG.

OPERATING AND INSTALLATION INSTRUCTIONS FOR THE

BRAMCO REGENT '8' AND REGENT '10' SIMULTANEOUS RECEIVERS

It is suggested that the receiver be thoroughly bench tested before putting it into operation. The operator should thoroughly acquaint himself with the operation of this receiver as it represents a new concept in multi-channel radio control equipment.

The first step is the wiring of the power cable. The diagram should be carefully followed to avoid mistakes. A mistake in connecting the batteries can seriously damage your receiver. Above all, do not connect the B battery backwards as it may ruin the transistors in the set. Use only high quality components such as those furnished in the installation kit. This kit is available as a separate item.

After the receiver has been wired, it may be turned on for the initial tune-up. When the receiver is first turned on with no carrier present, the idle current will be 4 MA or less. Turn on the transmitter switch. With the transmitter carrier on, tune the tuning slug in the receiver until the idle current suddenly drops to 1 MA. (This idle current will depend on the receiver, some may idle as high as 2 MA., but this is normal, and it has no harmful effects on the receiver.) This tuning slug is accessible through the hole in the end of the case adjacent to the antenna lead out. A special tool in our installation kit is provided, which you can tune the slug with. Do not attempt to use long nose pliers or anything makeshift or metal. This may damage the slug, besides the fact that the tuning will be changed when the metal is removed. Also, note that the tuning adjustment has been put in a location which makes it easy to tune while installed in a plane.

While tuning the slug, you will note that as you pass through the peak, it will be broad. This has been purposely made broad. Before operating the receiver in the plane, it should be range checked for at least 1,000 feet. First check it with the transmitter on. No control on the control box should be pushed while checking idling current at this distance. At this distance, the receiver will have to be more accurately tuned. This is because you are out of the swamping area of the receiver. After you have reached a normal idle, you should have someone press one of the tones on the transmitter and the receiver current should jump to 8 to 10 MA, approximately. At this distance all of your

simultaneous controls should be tried also, to make sure that the transmitter balance control and the control box is tuned properly. It is very important that the receiver should be range checked at at least 1,000 feet.

Any one of the relays marked #1, 2, 3, and 4 can be operated simultaneously with any one of the remaining #5, 6, 7, and 8. However, relay #4 and 5 are sometimes difficult to operate simultaneously. This will come naturally if you practice tuning enough. If simultaneous operation becomes erratic and sometimes fail to operate, but all channels are operating very well separately, this is usually caused by one of two things. Either the A battery in the transmitter has dropped to 1.2 volts, or the B battery in the receiver has dropped below 36 volts. It is recommended that the battery in the receiver be changed when it drops to 38 volts. The A battery in the transmitter should be changed at 1.25 volts.

The reed contacts are all factory adjusted for best performance. If for some reason it becomes necessary to readjust them, use the following procedure: Lift the contact all of the way off of the reed. This is most easily accomplished by prying it up with a small screwdriver. Then make the reed vibrate full amplitude by tuning the pots in the control box as per the transmitter instructions. With the reed vibrating full amplitude, push the contactor down until the reed vibrates half of its free running amplitude. Follow this method on all contacts which require readjustment. This is the only adjustment necessary on the reed bank.

The relays on the receiver may require occasional attention if operated in an extremely dirty atmosphere. Faulty relay operation is signified by erratic servo operation when the servo batteries are fully charged. The relays used in this receiver were especially designed for it. They use a special scrubbing action on the contacts and if care is not exercised in cleaning them, they can be permanently damaged. DO NOT use sandpaper or any such abrasive materials. Also, do not use carbon tetrachloride. The best cleaner for these relays is a Western Electric No. 265C contact burnisher. If you cannot buy or borrow one, the next best thing to use is a piece of cellophane off of a cigarette package.

The condition of the batteries is also important to the operation of the receiver. Always use the freshest batteries obtainable. Weak batteries cause slowly creeping battery current, erratic relay operation, lack of range, etc., etc. Do not allow your B battery to go lower than 38 volts or the A battery lower than 1.25 volts.

RECOMMENDED RECEIVER BATTERIES:

A - Batteries: 1 Standard Pencell - 1½ Volts
B - Batteries: 1 Burgess U30 or equivalent - 45 volts

When wiring the power cables into the plane, use only rosin core solder. Do not allow wires to hang loosely in the fuselage. Tack them down with pli-o-bond or a similiar cement. Do not run the antenna lead near any metal objects.

Your Regent Receiver should be shock-mounted with 3/8" or 1/2" foam rubber. This should be glued directly to the bottom of the receivor with pli-o-bond cement. It is also suggested that the receiver should be mounted vertically in the plane. Mounting the receiver in a vertical position eliminates almost all of the vibration produced by the engine. This same procedure should be used in high speed boats, where there is gas power or terrific vibration. In electric boats the receiver can be mounted in any position for your convenience. The use of a foam rubber backing is not necessary in electric boats.

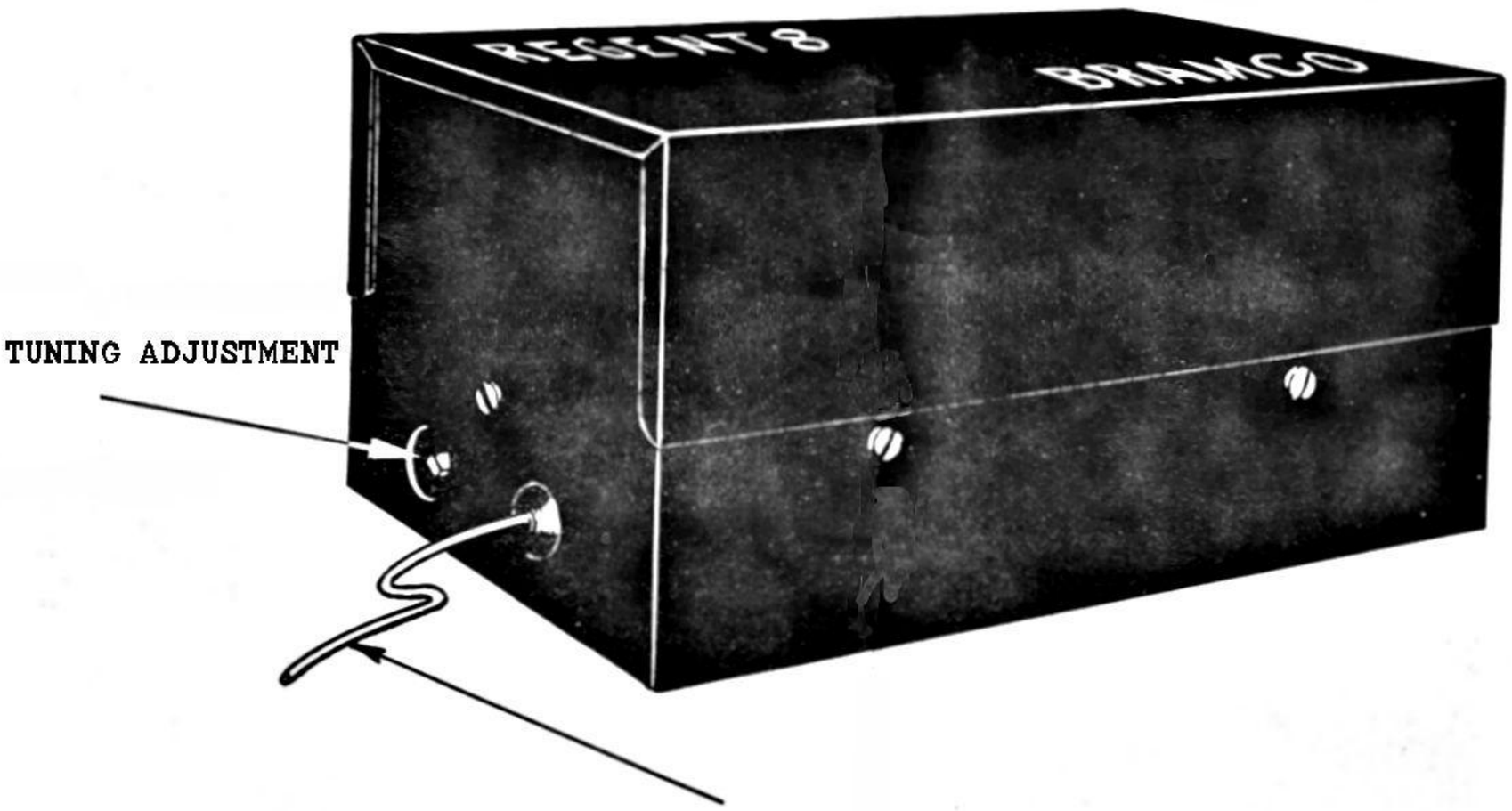
It is highly recommended that the recommendations and hook-ups of the servos be wired as specified by the servo manufacturer. However, all the servo battery wires can be combined into one cable according to their color coding. Example: All red wires can be tied together into one common red cable leading to the batteries. The same goes for the white and the black. This eliminates quite a bit of additional wiring. If four servos are used, it is recommended that the wires are size No. 20 stranded.

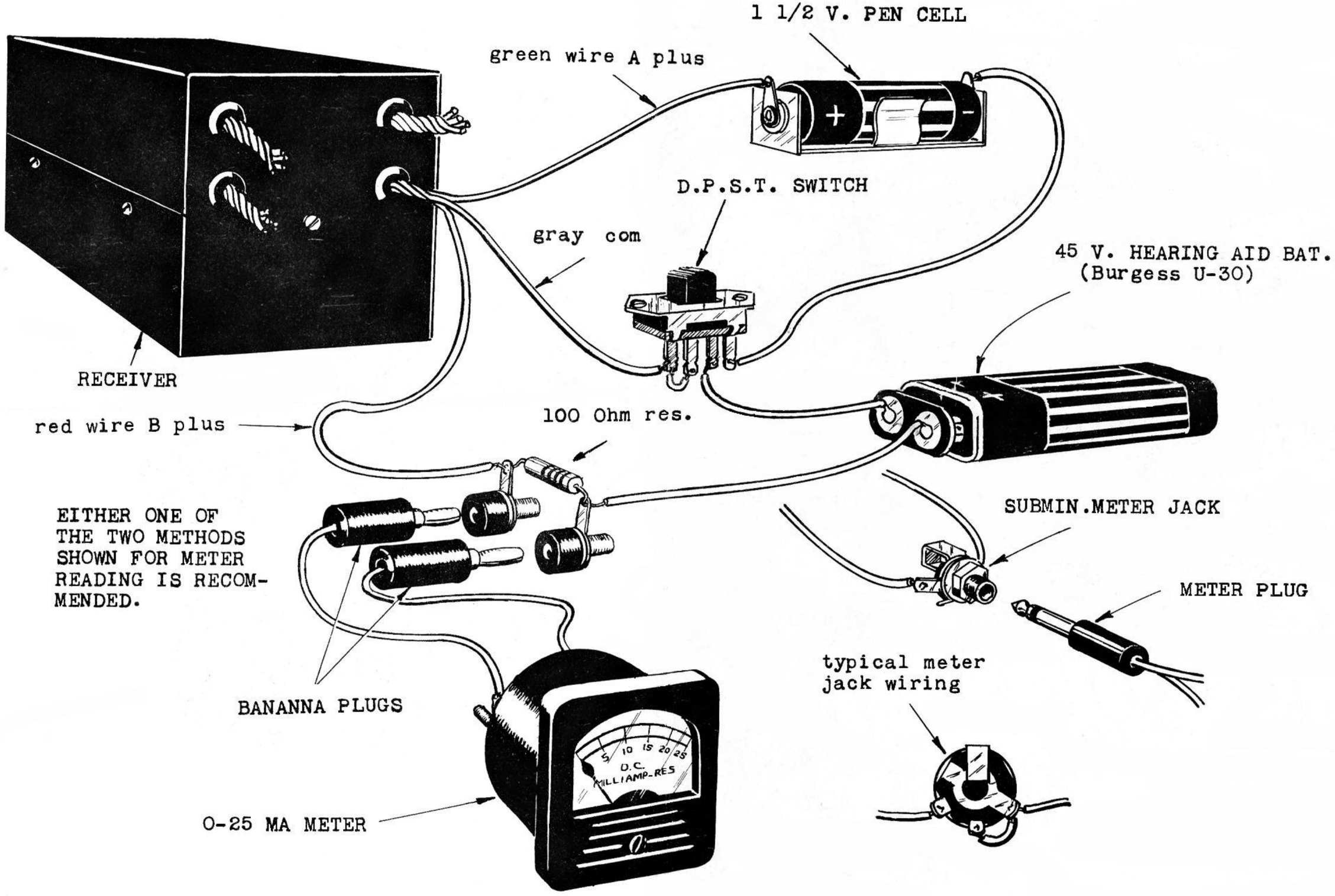
Before flying with the receiver, make a final checkout with the engine running. Never allow the receiver to touch anything in the fuselage, as it may transmit vibration from the engine to the receiver.

All Bramco radio control equipment is fully guaranteed for one year against defective components and workmanship. This guarantee is automatically voided if either the transmitter or the receiver has been tampered with. If for any reason the receiver has to be sent back to the factory, please include $5.00 to cover the cost of servicing and handling. If the components are to be added through no fault of the manufacturer, additional charges will be made accordingly. If the receiver is damaged beyond repair, a new one can be had by sending in two-thirds the amount of the original retail price of the receiver, plus the damaged receiver, and a new one will be shipped directly to you.

BRAMCO, INC. 4501 Belvidere Avenue Detroit 14, Mich.

DETAILED DRAWINGS FOR WIRING YOUR BRAMCO REGENT RECEIVER



TUNING ADJUSTMENT
DETAILED DRAWINGS FOR W
FOR WIRING YOUR BRAMCO REGENT RECEIVER

POWER SUPPLY WIRING DIAGRAM FOR THE BRAMCO REGENT '8' and REGENT '6' RECEIVERS