

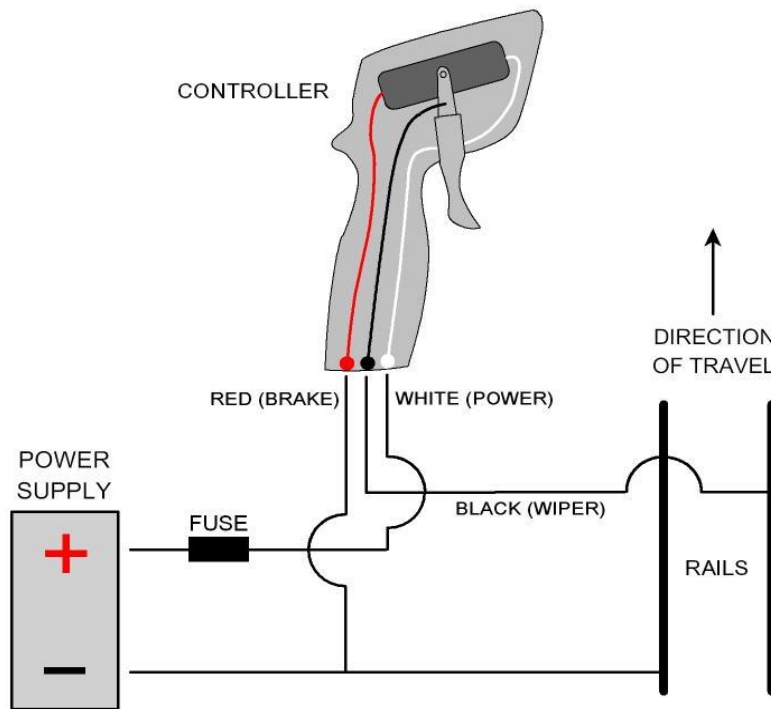


## PRO EVO CHARACTERISTICS

- Built-in microcontroller.
- Acceleration and brake control through PWM signals and Mosfet transistors.
- Magnetic trigger that eliminates friction and does not require maintenance.
- Green operating indicator LED.
- Special ON/OFF brake control due to power cut.
- Protection against short circuit in track.
- Protection against polarity change in bananas.
- Non-existent electric consumption.
- Extra flexible 1.5 m electric cable. of length.
- 4mm banana plugs. Red, White and Black.
- Brake adjustment by potentiometer 0 to 100.
- Sensitivity adjustment by potentiometer from 50 to 0 and 50 to 100
- Curves selector with 10 positions
- 40 modifiable curves with the sensitivity selector.
  - 20 curves type for 1/32 speed track.
  - 10 curves type for 1/32 rally.
  - 10 curves type for 1/24 speed track.
- Traction control ON/OFF and tare at 18%.
- Possibility of adjusting the travel of the trigger in minimum (brake) and also in maximum (acceleration), to adapt the travel of the trigger to your preferences.
- Simple and intuitive control of all controls.
- Upper potentiometers for right and left handed.
- Trigger of composite material and soft touch.
- Rubber protector for the electric cable.
- Silicone tubes to fix the circuit to the grip and prevent movement.
- Reduced weight.

Read carefully the instructions that follow, you will only need a few minutes and you will be served to familiarize yourself correctly with the controller and its operation.

## POSITIVE POLARITY WIRING



### IMPORTANT

If you want to change the direction of travel of the car on the track, you **ONLY** have to exchange the connections on the rails of the track.  
**NEVER** in the power supply because the electronic controllers can suffer irreparable damage.

Correct way to connect the EVO PRO controller to the track and to the power supply.

It is very important NOT to use the PRO EVO Sloting Plus controller with a voltage higher than 22V as this may cause the controller serious damages and remember that it is VERY important to respect the polarity of the connections.

## EQUIVALENCES COLORS & BANANAS

BANANA COLOR	CONNECTION TYPE	COLOR CABLE
RED	NEGATIVE POWER & TRACK	BROWN
WHITE	POSITIVE POWER SUPPLY	BLUE
BLACK	TRACK	YELLOW/GREEN



Fig. 1

The EVO PRO controller is the only controller on the market that offers you the possibility of adjusting the trigger travel to your liking so that the controller is adapted to you and not upside down.

Although the controller is configured at the factory with a trigger travel and standard spring tension, it is advisable, if you wish, to adjust both parameters to your liking.

If you feel comfortable with the travel and the position of the trigger and the tension of the spring, you will get the most out of the controller, your dexterity and reduce the fatigue in your extremities.

### TRIGGER ADJUSTMENT

First remove the two plugs from the potentiometers (press and hold under pressure), the screen-printed plate and the three screws of the handle to access the electronic circuit board (Fig. 1).

Handle the electronic circuit carefully so as not to cause any damage to its components, always holding it by its perimeter.

Move the screw A (brake) to your liking using a 5.5 mm wrench, and also adjust screw B (acceleration) with a Phillips screwdriver. If desired, also adjust the spring tension.

Assemble the handle, first checking that everything fits are correctly and check that the travel and tension of the spring is according to your preferences.

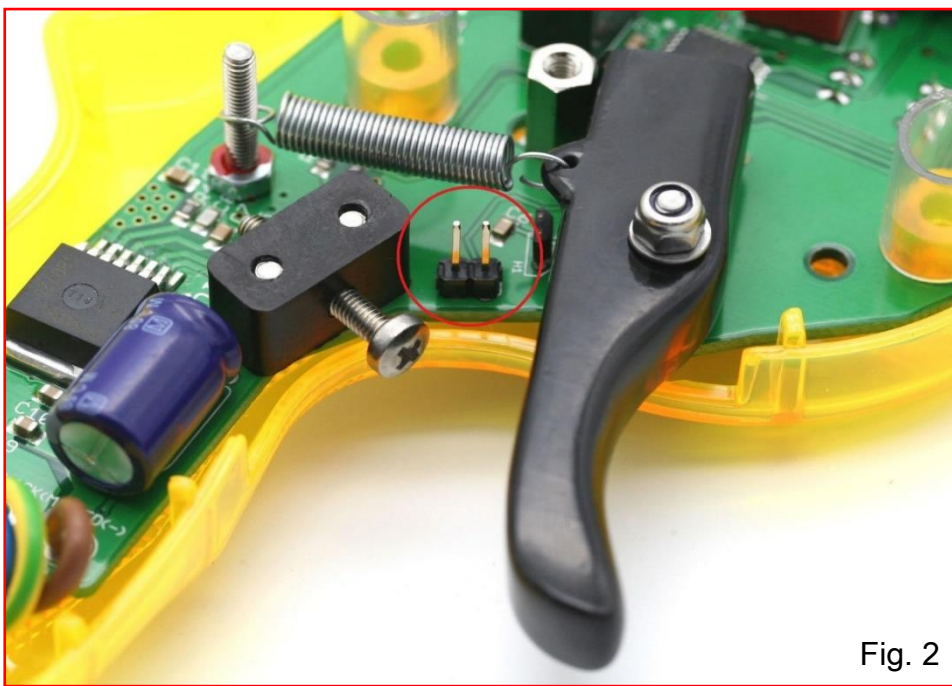


Fig. 2

## CALIBRATE THE TRIGGER

Each time the travel of the trigger is modified it is necessary to calibrate the trigger so that the sensor performs its function correctly. This task is very simple and must be done with the handle mounted and that all the movement of the trigger is correct and ready to use.

- 1st - without touching the trigger, connect the controller to the track (with power). The green LED lights up.
  - 2nd - with a screwdriver or similar, touch the two metal pins at the same time to cause short circuit (red circle Fig. 2).
  - 3rd - after approx. three seconds of waiting, the led will turn off and you can remove the screwdriver.
  - 4th - then keep press the trigger and wait for the three flashes of the green LED.
  - 4th - once the three flashes have been turned off, you can release the trigger and then disconnect the controller
- Reconnect it again and are ready to use it.

## THE CURVES

The PRO EVO Controller has 40 type curves and these can be modified with the sensitivity selector (50 to 0 and 50 to 100), that is, placing the sensitivity selector in position 50, the original position of the curve, it can increase or decrease its design, and therefore its response, and making the possibilities of regulation and adaptation to the user infinite.

- |                                       |                             |
|---------------------------------------|-----------------------------|
| - 20 curves type for 1/32 speed track | bank 1 (B1) and bank 2 (B2) |
| - 10 curves type for 1/32 rally       | bank 1 (B1)                 |
| - 10 curves type for 1/24 speed track | bank 2 (B2)                 |

The curves are stored in ascending order so that their use is intuitive. Curve 1 is the softest and curve 0 (10) is the most dynamic. Regardless of the type of engine and the ratio used, it is very easy to find a suitable curve and adjust it to your wishes.

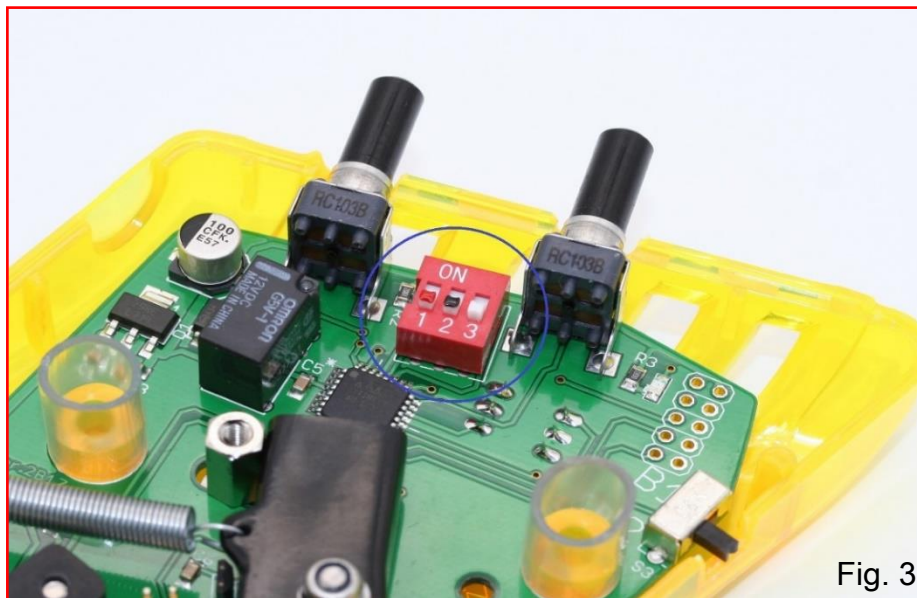


Fig. 3

The **WHITE** switch # 3 (Fig. 3 blue circle), contains the following 40 curves.

- |                       |   |
|-----------------------|---|
| 10 - SPEED TRACK 1/24 | switch # 3 ( <b>WHITE</b> ) in ON position + bank 2 (B2)                  |
| 10 - RALLY 1/32       | switch # 3 ( <b>WHITE</b> ) in ON position + bank 1 (B1)                  |
| 20 - SPEED TRACK 1/32 | switch # 3 ( <b>WHITE</b> ) in OFF position + bank 1 (B1) and bank 2 (B2) |

The **BLACK** switch # 2 (Fig. 3 blue circle), corresponds to the traction control tared approx. to 18%

The **RED** switch # 1 (Fig. 3 blue circle) corresponds to the current cut brake. This is a special brake for when the current on the track is cut off. It prevents the car from continuing to roll by its own inertia, avoiding unwanted crashes and exits. ON activated - OFF deactivated

The operation of the ON/OFF switches is very simple and is done from the outside by helping us with a small screwdriver.

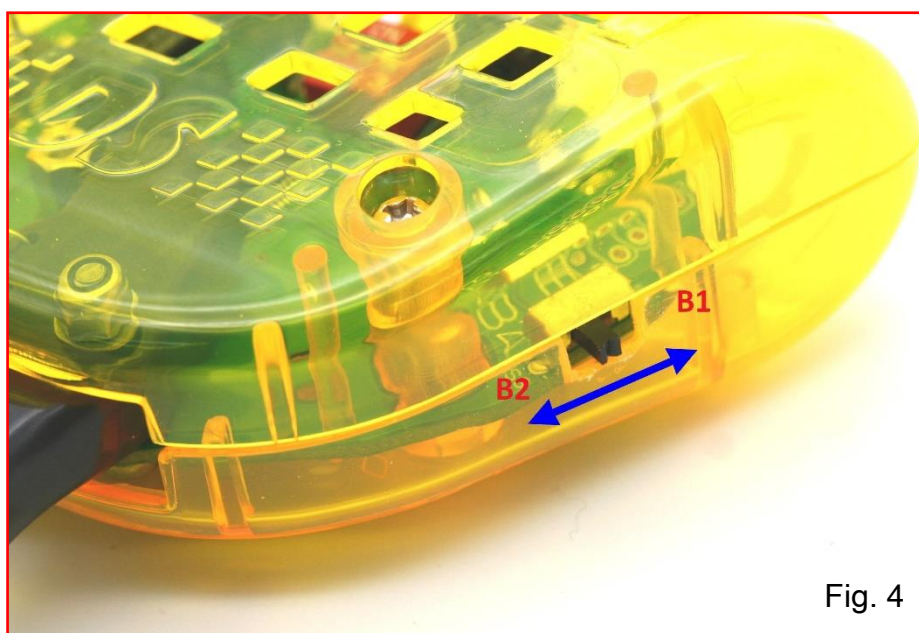


Fig. 4





Fig. 5

### SELECTION OF THE CURVES

Depending to the category you want to practice, speed 1/32, rally 1/32 or speed 1/24, you must select them first with switch # 3 (Fig. 3) as discussed above.

Once the discipline has been chosen, the curves are selected with the selector marked in the red circle (Fig. 5) and modified with the sensitivity selector (Fig. 6).

By rotating the sensitivity selector to the left (50 to 0) we smooth the values of the curve and if turn to the right (50 to 100) we increase them.

The brake selector in position 0 acts as -0- as an analog control.



Fig. 6

Only the 20 curves of 1/32 speed track are available differently to improve their availability and we explain below.

We select, as an example, the curve 3.

C3 + B1 (curve 3 and bank 1) or C3 + B2 (curve 3 and bank 2)

The curve 3 has two similar designs in its base structure, but with different features, in order to have available two curves on hand by simply moving the selector switch of the banks upwards (B1) or downwards (B2).

It has been designed in this way because in many cases, and depending on the track design of the layout, different curves are needed, with slight modifications, for the tracks or outer lanes and for the tracks or central lanes.

### FIND THE CURVE

The most effective way to find the curve that best suits your riding or the type of engine, the ratio or category, and adjust it to your liking, is rolling in the curves of greater radius.

In the fast and medium curves is where you need greater precision and control in the travel of the trigger and the delivery of power to trace them in a controlled manner and at the fastest possible speed without the car is nervous and unstable.

Start by choosing the category you prefer, set the curve selector to 1, set the sensitivity selector to position 50 and the brake to position 100 (maximum brake).

Start rolling on the track in series of approx. 5 minutes and in a simple and intuitive way, adjusting the sensitivity potentiometer and the brake potentiometer, you will discover all the possibilities of the EVO PRO control.

### COMMENTARY

The way of piloting of each driver is unique and exclusive, each circuit is different, the voltage on the tracks and the Speedway are always different.

Perhaps the first or second curve of 1/24 speed can be perfectly useful in 1/32 for engines with a lot of magnetic power or lazy in the delivery of power. It is also possible, for example, that curve # 5 of 1/32 rally likes it a lot for its great progressivity in the 1/32 speed track.

We have classified a series of curves and we have ordered and renamed them according to our criteria, but perhaps in their particular case, and according to their needs, they are not compatible.

Don't worry, they are names and curves, you only care about the curves and for this reason the controller you have in your hands offers a wide range of regulations for you to enjoy the piloting, the Slot and finally, are you that gives to them a name.

Try all the curves, browse and invest a bit of time experimenting all the possibilities offered by the PRO EVO control of Sloting Plus.