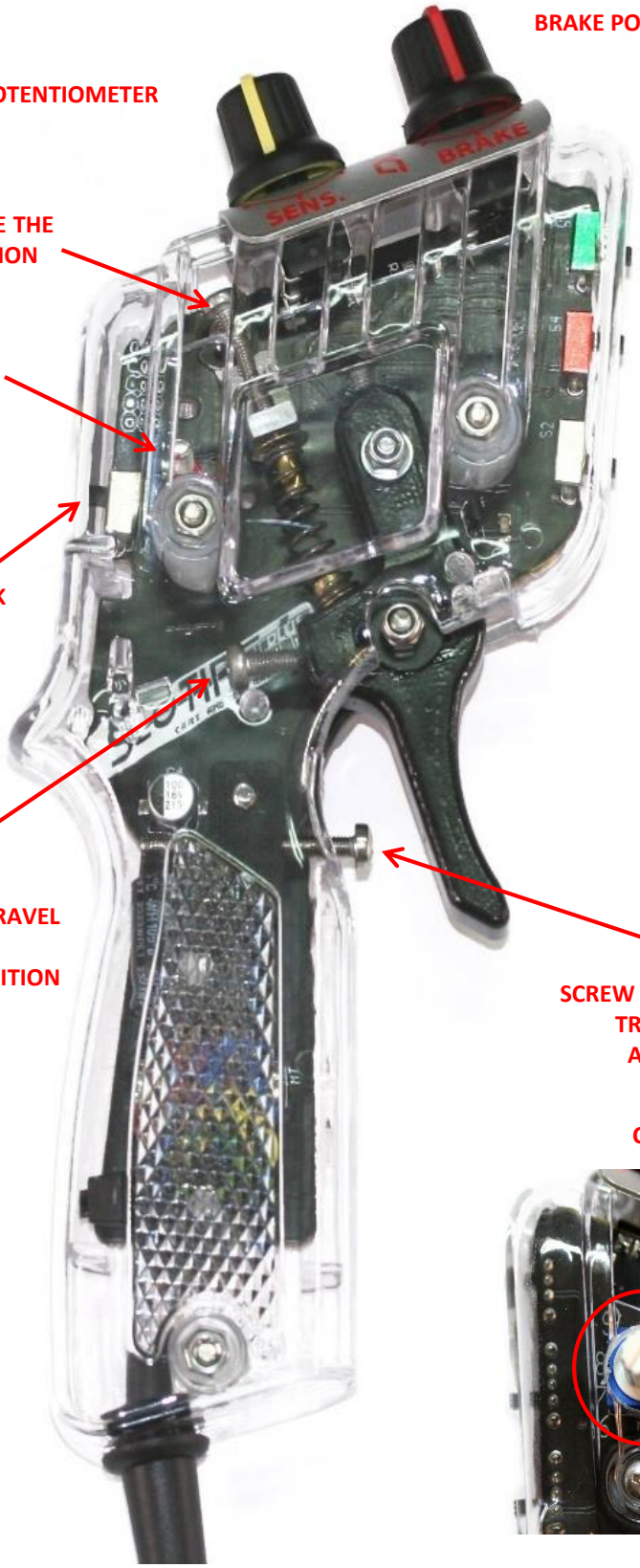
SLOTING PLUS
CARS AND SLOT RACING PARTS

PRO -R-



BRAKE POTENTIOMETER

SENSIBILITY POTENTIOMETER

SCREW TO REGULATE THE SPRING COMPRESSION

END OF STRAIGHT BRAKE

ON

TRACTION CONTROL

OFF

PINS TO SHORTCIRCUIT

ACTIVE BRAKE

BANK -1-

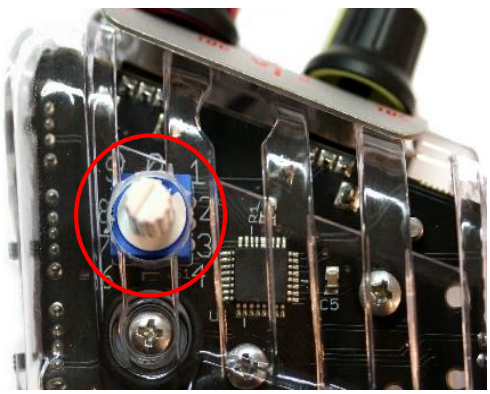
CURVES BANK

BANK -2-

SCREW TO ADJUST THE TRAVEL OF THE TRIGGER IN THE -BRAKE STOP- POSITION

SCREW TO ADJUST THE TRAVEL OF THE TRIGGER IN THE -MAXIMUM ACCELERATION- POSITION

CURVE SELECTOR



-USE MANUAL-

Thank you for purchasing the new PRO -R- Sloting Plus controller.

The controller comes with a trigger travel that seems adequate to us, with all the front switches in OFF, and with the curve, and the curve bank, in the -1- position.

Set the brake potentiometer (red) to -100- and sensitivity potentiometer (yellow) to -50- and start riding.

Increase the curve selector until you find a curve with which you feel comfortable and can easily navigate the curves and at the same time adjust the brake to your liking.

Start driving, and if you need, you must turn the sensitivity potentiometer (yellow) to -0- to soften the curve or turn it to -100- to speed it up. If you need faster entry and cornering, you have to move up one position on the curve selector and “smooth” later with the yellow potentiometer.

Both are, obviously, coordinated and in some cases you will need to go up a curve but -smooth it- and in other cases, the opposite.

As simple as that. Focus to go through “the curve” with the first and subsequent press of your finger on the trigger.

Then, and familiarizing with its use, you will be able to adjust the trigger stroke to your liking and activate the functions available to you.

In all our tests, the travel that seems optimal to us is between 5 and 10 mm. but it is you who finally decides.

END OF STRAIGHT BRAKE: It is necessary, and logical, to “record” the background time of the trigger so that the controller “knows” when we are on a long straight or a short straight. With power on the track, and without any car in the lane, plug in the controller (the green LED will light up). -WITHOUT TOUCHING THE TRIGGER- place the curve selector at -2- and gently touch the two pins on the back with a metal object to cause a crossover (the LED turns off for a moment and will stay on again).

2º- Turn the curve selector (curve 1=100 milliseconds, curve 2=200 milliseconds, curve 3=300 milliseconds, etc. until curve 0=1 second) 3º- Press the trigger (maximum acceleration) -and without releasing it-, wait until the LED blinks four times and turns off.

4º- You can now release the trigger, the green LED will light up again and it is now configured.

TRACTION CONTROL -ANTISPIN-: Applies an “upward curve” for a few milliseconds, when we accelerate fully. That is, it provides all the available voltage but gradually.

ACTIVE BRAKE: Always acts from the maximum acceleration position and applies the amount of brake that we have selected on the red button when we begin to release the trigger (deceleration). That is, it begins to brake without the trigger needing to reach the “physical” braking position. Highly recommended for models that do not brake much.

TRIGGER SETTING: With power on the track, and without any car in the lane, plug in the controller (the green LED will light up). 2º- Place the curve selector at -1- and -WITHOUT TOUCHING THE TRIGGER- gently touch the two pins on the back with a metal object making a cross and wait until the green LED goes off. 3º- Once the green LED turns off, you must press the trigger (maximum acceleration) keeping the trigger pressed in this position until the LED has blinks five times. Once the five blinks have finished, the trigger can be released and the setting is done. You can put the car on the track.

The regulation of the trigger and spring compression has limits.
For the brake screw, it must always be visible from the outside, at least approx. 2 mm the tip of the screw. For the acceleration screw, the trigger must not touch the casing.

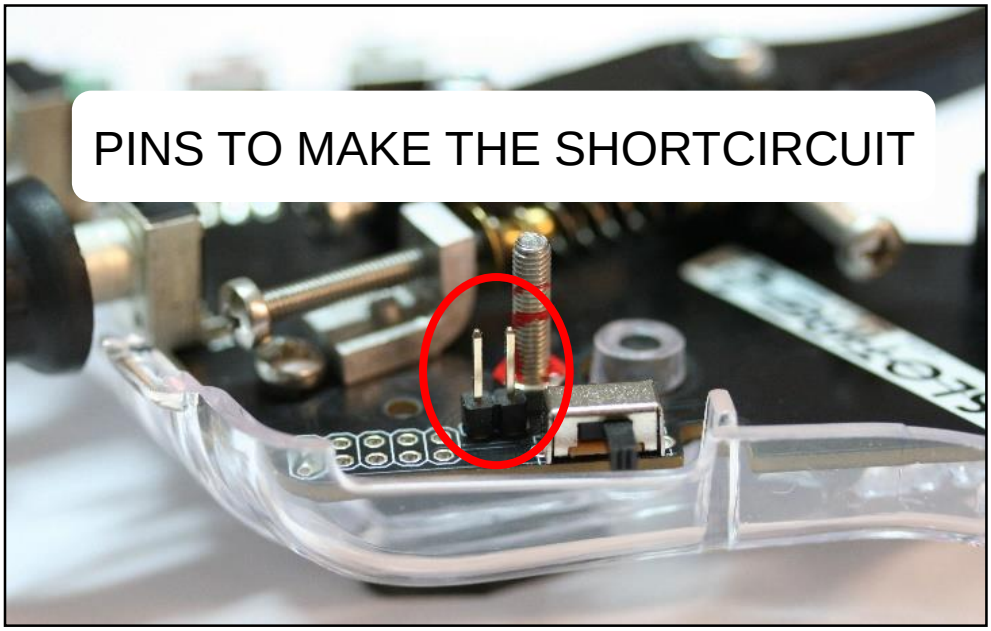
For the compression spring, unscrew until the brass piece touches the aluminum support.

This innovative compression spring system, with its conical shape, offers a totally different feel to that of an extension spring, which we hope you like. If, for any reason, you don´t like the feel of the trigger you can remove the system and install a standard spring. Sloting Plus has already thought about this possibility and the controller is already prepared to offer you more possibilities of use.

It is advisable, from time to time, to calibrate the trigger because our system, being totally variable, unlike other brands where the trigger travel is fixed, the system usually requires recalibration.

TRIGGER SETTING: With power on the track, and without any car in the lane, plug in the controller (the green LED will light up). 2º- Place the curve selector at -1- and -WITHOUT TOUCHING THE TRIGGER- gently touch the two pins on the back with a metal object making a shortcircuit and wait until the LED turns off. 3º- Once the green LED turns off, you must bottom out (maximum acceleration) by holding down the trigger until the LED has blinks five times. Once the five blinks have finished, the trigger can be released and the setting is done. You can put the car on the track.

CHANGE OF POLARITY: With power on the track, and without any car in the lane, plug in the controller (the green LED will light up). -WITHOUT TOUCHING THE TRIGGER- place the curve selector at -3- and gently touch the two pins on the back with a metal object to cause a shortcircuit (the green LED turns off). 2º- Press the trigger to background (maximum acceleration) -AND WITHOUT RELEASING IT- wait approx. 10 seconds until the blinks occur. 3º- You can now release the trigger and the polarity change is memorized.



VISIT WWW.SLOTING.COM FOR MORE DETAILED INFORMATION AND ACCURATES ABOUT VARIOUS ASPECTS OF THE REGULATIONS.

SLOTING PLUS
CARS AND SLOT RACING PARTS