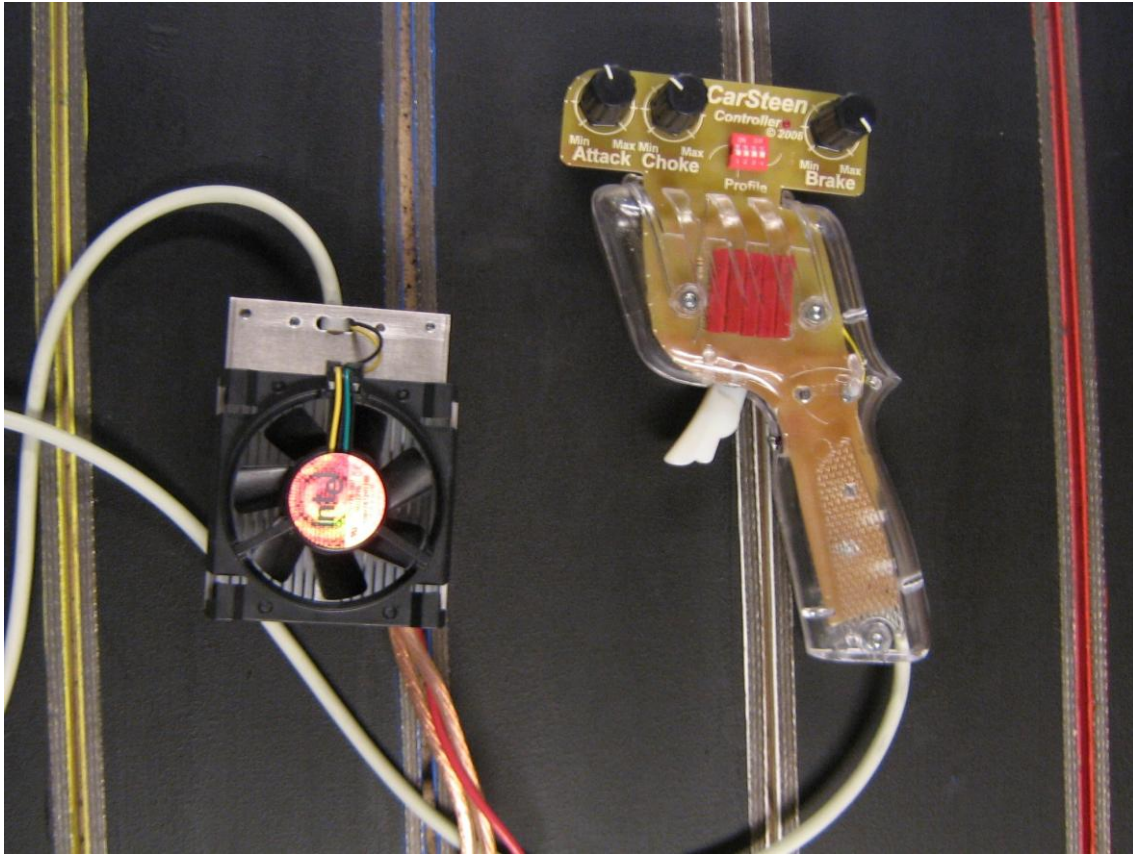


# CarSteen Controllers



## How to get the most out of your CarSteen-controller:

Start with “Attack” and “Choke”-controls set to “Min”, “Brake”-control set to “Max”, and the “Profile”-switches in the “Off”-position.

Push the trigger so the car starts to run around the track. Adjust the “Attack”-knob so that the car is able to run around the track at the highest possible speed without coming off. Keep in mind that the Attack-adjustments might vary between the middle- and outer lanes.

The “Brake”-control should be adjusted to suit the car, the track and the driving style. Very often it pays off to turn down the brakes in order to get a smooth, easy controllable driving.

The “Choke”-control is limiting the maximum voltage the car will see, thereby also limiting the acceleration and making the car easier to drive. This will also extend motor life.

The “Profile”-switches are able to change the overall response of the controller trigger.

A “soft” response is a response where the first steps of the trigger are very small and the last steps are somewhat larger, while the aggressive response is making the first step larger, and the last steps smaller.

There are 4 switches in total: #1 from the left is making the trigger more “aggressive”, while #2-4 is making the trigger-response “softer”. Never switch #1 on at the same time as #2-4 is on. There will be no damage, the controls will just not work as intended.

The aggressive trigger-response can be useful when driving slower cars or on track with many high-speed turns.

The softer trigger-response is very useful when driving fast cars on tight, twisty tracks, where low-speed and medium-speed control is essential.

When Profile-controls #2, 3 and 4 are all switched on the response of the trigger is such that each step of the trigger is adding or subtracting almost the same percentage of voltage, i.e. 5% or 8%.

When all profile-switches are set to “Off” the trigger-response is absolutely linear: ALL steps are exactly the same voltage (0,3-0,4V, depending on “Attack”-setting and track-voltage), including the “bottom-step” usually associated with transistor-controllers.

CarSteen-controllers are protected against faulty hook-up. Most of the time a mistake during hook-up will result in nothing or a blown fuse. The auto-fuse should be replaced by one of the same size.

The internal electronics are able to withstand very high currents (several hundred amperes), but modern tracks are very often able to supply as much as 400 A, and sometimes the tracks are not fused. It is therefore not advisable to bypass the fuse or to replace it with something much larger.

Your CarSteen controller is not requiring any maintenance. Occasional oiling of the trigger bearing on CS-1-versions with bronze-bearings (1/year) and simple cleaning is all that is required.

Should you encounter problems please contact your dealer, who will help you to solve the problem.