

BASTENS.com QuadSteer Pre-Drive Checklist

- ✓ Your rear steering should be mechanically and electrically the same as the front. For example use the same type and brand of servo, same linkage type thus resulting in the same throw and direction. Otherwise see 'Advanced Notes' for more details.
- ✓ Plug in the QuadSteer as indicated in Figure 1 (which is also printed on the QuadSteer controller). If you are using a 2 channel radio than simply leave the '3Ch' lead unplugged. The QuadSteer will automatically detect this and enable 'wheel wiggle' ... more on wiggle later. We recommend installing the QuadSteer with the receiver, in most cases it will fit inside the box with the receiver as shown in Figure 2.
- ✓ Always turn on your transmitter before powering your vehicle. This is good practice anyway but now more important because the QuadSteer has a 5 second calibration period at power up. During this period it is important you do not move the steering. The QuadSteer needs to learn center to properly setup the rear servo.
- ✓ If you need to make changes to your steering trim please do by only paying attention to the front steering and then follow up with a power cycle of your vehicle. After the power cycle the trim will be transferred to the rear servo after the power cycle calibration. If you are not happy with the trim consider asking yourself if your setup is mechanically the same in the rear as it is in the front. If you are not able to achieve the desired trim by changing the servo horn position then adjustment to the tie rod linkage will be needed. Some systems are turn buck style while others use round disc shims in-between the tie rod ends and the main bar. If your system doesn't allow for tie rod length adjustment then an upgrade may be need.

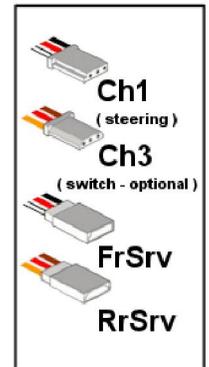


Figure 1 – plug diagram

Three Channel Mode: If you have a toggle switch connected to 3Ch then simply flip the switch. At every flip the mode is saved to memory to then be recalled on the next power up. Flipping the switch will cycle through the following modes in the following order, after reaching the end it will start back up on the top.

- a) four wheel steer
- b) front steer (rear wheel position frozen)
- c) crab walk
- d) rear steer (front wheel position frozen)

NOTE: The benefit of using a toggle switch is 'wheel freeze' functionality is enabled. If you are in 'four wheel steer' mode then hold your steering wheel in a particular position during the flip of the switch, the rear wheel will freeze at that current location while still giving you full control of the front wheels. Once you try it you will wonder how you managed without it! Of course if you want the wheels frozen at center simply let your transmitter return to center then flip the switch. The same process can be applied when moving from 'crab walk' to 'rear steer' modes thus freezing the front wheel position.

Two Channel Mode: The key is in the 'wheel wiggle'. Wiggle is used to flip steering modes when you don't have a 3rd channel. If you leave the '3Ch' lead not connected the QuadSteer will automatically detect this thus enabling 'wheel wiggle'. To flip between the modes noted in the order mentioned in 'Three Channel Mode' perform the following:

- 1) start from wheel center and wait 6 seconds
- 2) turn the wheel right, left, right and then left within 4 seconds
- 3) mode should now change (for obvious reasons wheel freeze as mentioned in 'Three Channel Mode' is not available in 'Two Channel Mode')

Advanced Notes: The following notes are for odd-ball setups & more than likely don't apply to you ... but just in case

reverse servo considerations: Some brands of servos are backwards in comparison to other brands and the same goes for transmitters. If you find you have your transmitter mode in 'reverse' then consider that if you are using 'Two Channel Mode' then you would use the wiggle sequence backwards ... left, right, left then right. Same goes true if you have a mechanically backwards setup. Use your head and try both directions; I am confident you'll figure it out ☺ if not send us an email.

backwards setup considerations: There are some who for unknown reasons make life difficult and may end up with a backwards setup in the front vs. rear. This may be because they have two different brand servos that are reverse to each other or have a mechanically custom rear steer linkage setup thus reversing the throw in relation to the front. If you find that you need to reverse the direction of the rear servo in relation to the front we have a hidden mode for doing just this. **Hold the remote 'left' for at least 30 seconds and you will see the rear servo flip direction.** This mode will then be saved to memory and you shouldn't have to worry about it again. Of course use your head; if you have a backwards setup then you may need to turn 'right' for 30 seconds ... it's all relative. If you find it is not working then take note that if your remote lets you trim back the extreme limits of the servo movement then you will have to set this back to 100% during this mode change (maybe even disconnect your linkage to prevent binding). The QuadSteer looks for a 100% throw for a full 30 seconds.

If you have questions send us an email at help@bastens.com and we will do our best to get you on your way ASAP. We reply to all emails within 1 business day (we take weekends off). We are here to help but we don't have a support team waiting 24/7 so be kind and give us time to reply as we truly do want to help. You can also reference our the product video on our website at <http://www.bastens.com/bastens-quadsteer.html>

Best Regards,
Bastens Customer Support

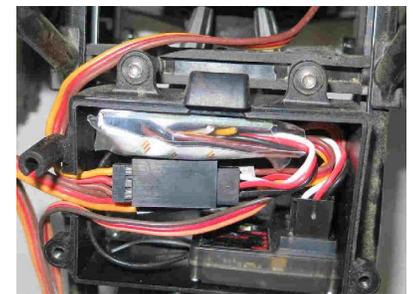


Figure 2 – Example of QuadSteer installed with receiver in an Axial