



OPERATION MANUAL

Thank you for purchasing our Desert Aircraft products. To allow correct and safe use of this product, be certain to read this operation manual.

- PRODUCT CONTENTS**
- Kill switch Unit
 - LED unit for monitor
 - LED holder
 - Connecting cable x 1pc.
 - Jumper plug
 - Operation manual

For your safety, be sure to observe the following points

In order to protect against injury to users or third parties, or damage to property, please observe the following.

The information is divided and explained using the following symbols.

| | |
|---|---|
| ⚠ | "Caution Items" are explained using this indication. |
| ⚡ | "Obligatory Items" are explained using this indication. |
| ⊘ | "Prohibited Items" are explained using this indication. |

- ⚠ If the product is used with a voltage other than the rated voltage, it will cause misdetection or damage to the systems.
- ⚠ Be sure to securely mount the sensor. The sensor may be damaged if it is free to move.
- ⚠ Be sure to securely fix the all harness. If the harness become tangled or cut, it may cause an accident.
- ⊘ Do not disassemble or modify this product.
- ⊘ Do not get the product wet or damage may occur.
- ⚡ During storage, be sure to disconnect the battery from the connecting terminals.
- ⚡ Do not use any component which has been damaged, included wires or connectors.

WARNING! Please do not share the Ignition battery with receiver's battery together. *Be sure not to power the ignition and receiver using the same battery as RF noise may occur

FEATURES

- Ignition kill switch and regulator for gasoline (petrol) engines.
- The power supply can be turned on and off from the transmitter. So the ignition can be turned on prior to engine start, and turned off to stop the engine.
- Provides a stable power supply to your ignition unit. By using the fail safe, it is possible to automatically kill the engine if RF signal is lost for more than five seconds.
- This is a hybrid device, compatible with both XBus & PWM protocols.
- A 5mm LED can be installed in the fuselage, giving an ignition on or off indication.
- The pulse signal can be visibly checked referring to the LED on the unit.

SPECIFICATIONS

Product name: KILL SWITCH
[KILL SWITCH]
 Input voltage: DC 6.6 V - 12.6 V(LiPo 2S~3S)
 Output voltage: DC 6.0 V / 7.0 V
 ※Voltage can be selected using a jumper plug.6V is selected without the jumper installed.
 Current output: 4.0A(Continuus)/5.0A(Maximam)
[RPM Sensor]
 Detection system: Motor pulse sensing system
 Detection range: 500rpm-50,000rpm
 Operating voltage: 4.0V ~ 12.6V
 Weight: 0.42 oz / 12 g
 Dimensions: 0.59 x 0.98 x 1.85 in/15 x 25 x 47 mm

OPERATION PROCEDURE

1. Be sure to bind the transmitter and receiver before use.
2. Refer to the diagram on right to connect the KILL SWITCH unit

► **FOR PWM connection**
 Connect the receiver port to control the ignition switch to the ISW of this product.

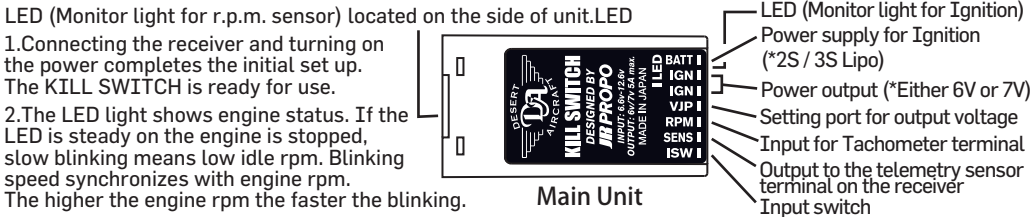
► **FOR XBus connection (XBus default ID is 05-1)**
 Connect the XBus port of the receiver and the ISW port of this product. The default ID is set as 05-1, if necessary, use the XBus function of the transmitter to change the ID.

3. Setting of the KILL SWITCH (There are two different modes that exist in the settings) Select one of the following two modes for setting the KILL SWITCH

► **NORMAL Mode: (Single flip mode)**
 The power supply of the ignition unit can be turned on and off by using the switch.
 Set up method: Select a toggle switch and a channel for turning on and off the kill switch.
 Set the channel's travel adjust to 0% and +100%.
 Confirm that the LED for monitoring is switched between on and off using the assigned toggle switch. Note that to turn the ignition unit on, you must turn the switch off and then on after the power supply is activated.
 Note: to exchange the direction for ON and OFF of the switch, use reverse function on the transmitter program.

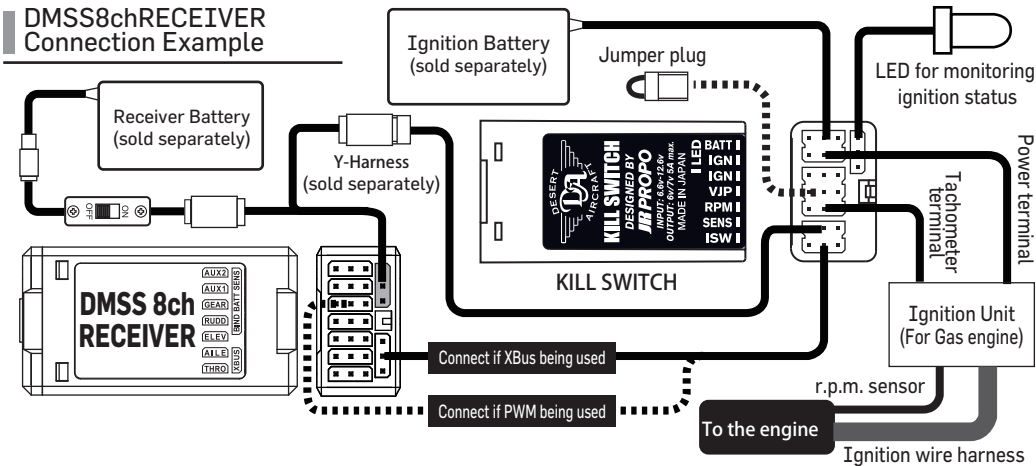
► **SAFETY Mode: (To avoid switching error)**
 By enabling double action on the switch (to turn off the ignition) you must toggle the switch twice to turn off. This is a safety feature. To avoid stopping the engine unintentionally, Flipping the switch once will not stop the engine.
 Set up method: The set up is done using the same method as single flip mode, Set the Travel adjust to -100% and "0".
 Confirm that the LED for monitoring is switched between being on and off using the toggle switch.

CONFIGURATION



INSTALLATION DIAGRAM

- 1 Refer to the following diagram to connect the devices. Use the holder to locate the LED in a location where the LED is visible from outside the model.
 Note: Be certain to securely fix the devices to prevent accidental dislocation due to vibration. The LED lights up only when the power supply for both the ignition unit and the receiver are connected.
- 2 The Jumper plug for changing the power supply voltage for the ignition unit is normally no used. Insert the plug when you want to set the voltage to 7V
 Note: For operation at 7V, the battery voltage for the ignition unit should not be less than 7.4V(2S Li-Po)
- 3 When using a tachometer, connect the tachometer terminal to "RPM", You must also connect "SENS" to the port for telemetry.
 Note: Be sure not to connect directly with a pickup sensor of the engine.



EXPANDING THE FAIL SAFE FUNCTION

DMSS transmitters and receiver offer a fail safe function. When the signal is lost for 0.5seconds, the device enters fail safe state. If this product is connected, the engine will be stopped as outlined below. You can configure this product to cut the engine when a signal has not been received for a predefined time (3 to 5seconds) after entering failsafe.

【Setup Method】 Note: Be sure to set the Sub trim as "0"
 Set the number of seconds for waiting before cutting the engine by changing the setting value for fail safe.

| Waiting time | Travel adjust | F.S.Value |
|--------------|---------------|-----------|
| 3 sec | +120% | ≈ +205 |
| 4 sec | +130% | ≈ +222 |
| 5 sec | +140% | ≈ +240 |

- 【1】 Enter the fail safe screen on your transmitter and memorize the required switch value as above.
- 【2】 Return the value of the travel adjust to the original setting.
- 【3】 Turn off the transmitter and confirm that the fail safe function works and cuts the engine after the set time passes.

Using a Tachometer
 If your ignition unit has a compatible rpm output it can be connected to the "rpm IN" terminal. However, it does not guarantee it will comply with all of the engine manufacturer's rpm pickup sensors.

If this product is not functioning properly in any way, stop use. Please consult with our service department. For further information, please email us.

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