

ARES



Crusader II

Quick-Start Guide



AZSA3000 Crusader II 370 v2 RTF: US
AZSA3000EU Crusader II 370 v2 RTF: EU
AZSA3000UK Crusader II 370 v2 RTF: UK
AZSA3000M1 Crusader II 370 v2 RTF: Mode 1 AU
AZSA3001 Crusader II 370 v2 PTF (Pair-To-Fly)



To download the full Owner's Manual & Technical Information Guide, please visit www.Ares-RC.com or scan the QR code with your smart phone.

Product specifications are subject to change without notice. Due to ongoing development, the actual product may vary from images shown.

This product contains chemicals known to the State of California to cause cancer, birth defects and other reproductive harm.

This product is not a toy! (14+) Recommended for ages 14 and up. Adult supervision required for ages under 18 years old. Contains small parts, keep out of reach of children 3 years of age and younger.

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QUICK-START GUIDE

This Quick Start guide is written for the RTF (Ready to Fly) version of the Crusader II.

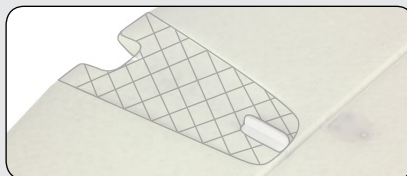
If you have the PTF (Pair to Fly) version, your model comes complete with a pre-installed Hitec Red-enabled receiver. Simply pair (connect) with your existing 2.4GHz Hitec or Hitec Red-enabled transmitter using the pairing guide on last page of this Quick Start guide.

A full instruction manual is available to download from www.ares-rc.com

- 1** Remove the components from the box and ensure you have the following parts:
Fuselage assembly, a left- and right-hand wing panel, stabilizer, fin and rudder, charger, mains power adaptor, LiPo battery, propeller, spinner, prop driver, wheels and undercarriage legs, main spar, wing fixing plate and retainer, glue and tool set plus KA-6 transmitter.



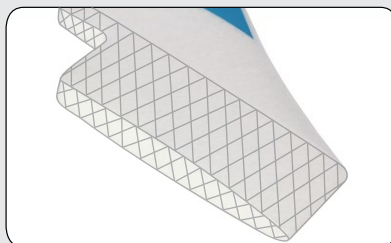
- 2** Apply a generous but even spread of glue (in the area indicated by the cross hatched lines) to the top and bottom surface of the horizontal stabilizer.



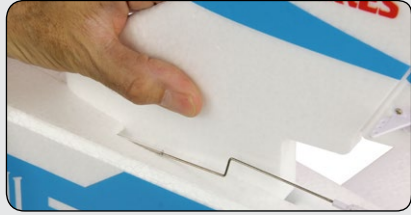
- 3** Slide the horizontal stabilizer into its slot at the rear of the fuselage and push it fully home.



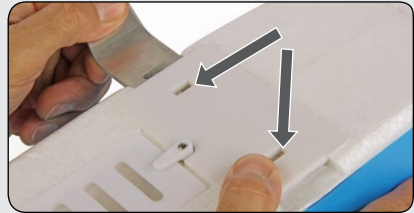
- 4** Apply a generous but even spread of glue on either side of the vertical stabilizer (as indicated by the cross hatched lines).



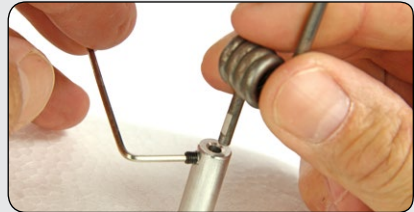
- 5** Slide the vertical stabilizer into its slot at the rear of the fuselage and push it fully home.



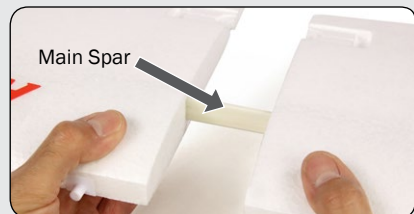
- 6** Check the orientation of the main undercarriage then slot each leg into the mount making sure to align the rectangular hole in the leg with the matching hole in the mount.



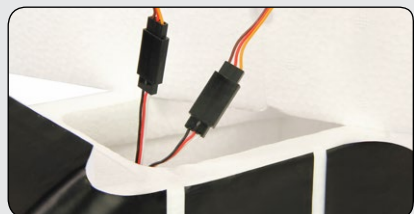
- 7** Insert the undercarriage nose leg into the joiner tube, position the flat section of the leg directly behind the Allen screw, then securely tighten the screw to clamp the leg in place.



- 8** Join the two wing panels using the main spar noting that these do not need to be glued together.



- 9** Connect the aileron leads to the Y-lead extensions that are plugged into Channel 1 of the KA-6 receiver.



- 10** To attach the wing to the fuselage locate the dowels at the leading edge then insert the wing bolt plate at the trailing edge to pull the two halves together.



- 11** Insert the wing bolt and push it firmly down to lock it in position. A firm twist in either direction will release it.



- 12** Read and fully understand the LiPo care and safety precautions in the full online manual at www.Ares-RC.com and never leave LiPo batteries unattended whilst charging. Plug the mains power adaptor into a wall socket and connect the charger to the power adaptor using the circular DC socket. Switch the wall unit on and note that the green LED 'Power' indicator on the charger will light.



- 13** Place the charger on a flat, heat-resistant surface with a good airflow all around. Connect the supplied 3S 2200mAh Li-Po battery to the charger using the white three pin balance plug, taking care to ensure its correct orientation. The red 'Charger' LED will light indicating that the battery is charging. When fully charged the red LED will stop glowing, whereupon the battery can be disconnected.



- 14** Open the battery hatch on the underside of the fuselage, insert the LiPo and slide it as far forward as it will go.



- 15** Remove the transmitter battery cover and insert four AA alkaline cells (not included) taking care to observe the correct polarity.



- 16** Switch ON your transmitter, ensure the LED is lit solid red and move the throttle stick to its low position.

Mode 2



- 16** Switch ON your transmitter, ensure the LED is lit solid red and move the throttle stick to its low position.

Mode 1



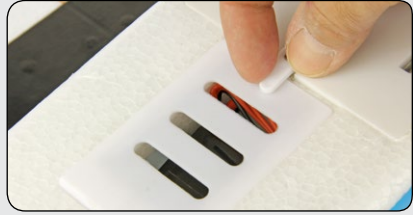
- 17** Centre all the trim levers noting that trim center is indicated by an audibly longer beep tone.



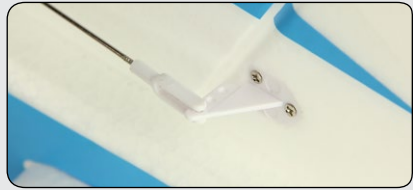
- 18** Connect the battery to the Electronic Speed Controller (ESC). A series of three regular beeps, followed by two audibly dissimilar beeps will be heard indicating that the ESC is armed and operational.



- 19** Stow the leads carefully, then close and lock the hatch. In the unlikely event that the servos do not operate see the PAIRING instructions at the back of this guide.



- 20** With the control surfaces centered, connect the elevator and rudder clevises to the outer hole of each control horn noting that you may have to screw the clevis in or out to ensure that the control surface remains in the neutral position.



- 21** Check that the ailerons are centered and, if not, adjust the clevises to suit.



- 22** **Mode 2**
Make sure the control surfaces operate in the correct direction. With the model in front of you, facing away, move the rudder stick to the left and check that the rudder moves left in response. Right rudder stick will move the rudder to the right.



- 22** **Mode 1**
Make sure the control surfaces operate in the correct direction. With the model in front of you, facing away, move the rudder stick to the left and check that the rudder moves left in response. Right rudder stick will move the rudder to the right.



23 Check the alignment of the nose wheel. With the rudder in the neutral position this will need to be straight. If it's slightly off center, adjust it in the following manner:

1. Lift the wing, disconnect the aileron leads, and stow it carefully to one side.
2. Locate the nose wheel steering pushrod on top of the rudder servo.
3. Undo the pushrod's screw-lock connector with a crosshead screwdriver.
4. Adjust the pushrod to bring the wheel into alignment.
5. Tighten the screw-lock connector, reconnect the aileron leads & reattach the wing.



24 Mode 2
Pull the elevator stick back and check that the elevator moves in an upward direction. Push the elevator stick forward and check that the elevator moves in a downward direction.



24 Mode 1
Pull the elevator stick back and check that the elevator moves in an upward direction. Push the elevator stick forward and check that the elevator moves in a downward direction.



25 Mode 2
Moving the aileron stick to the left should cause the right-hand aileron to move in a downward direction whilst the left-hand aileron moves upward. Moving the aileron stick to the right will have an opposite effect.



25 Mode 1
Moving the aileron stick to the left should cause the right-hand aileron to move in a downward direction whilst the left-hand aileron moves upward. Moving the aileron stick to the right will have an opposite effect.



Mode 2

- 26** Open the throttle slowly and check that the motor shaft turns in an anticlockwise direction (when viewed from the front).



Mode 1

- 26** Open the throttle slowly and check that the motor shaft turns in an anticlockwise direction (when viewed from the front).



- 27** Open the battery hatch, unplug the Li-Po battery and switch OFF the transmitter. Assemble the propeller and spinner in the following sequence:

- a** Drop the circular propeller driver over the propeller shaft, noting its orientation.



- b** Add the spinner backplate.



- c** Fit the propeller over the shaft and seat it comfortably against the upstands of the backplate.



- d** Add the washer then loosely fit the prop nut.



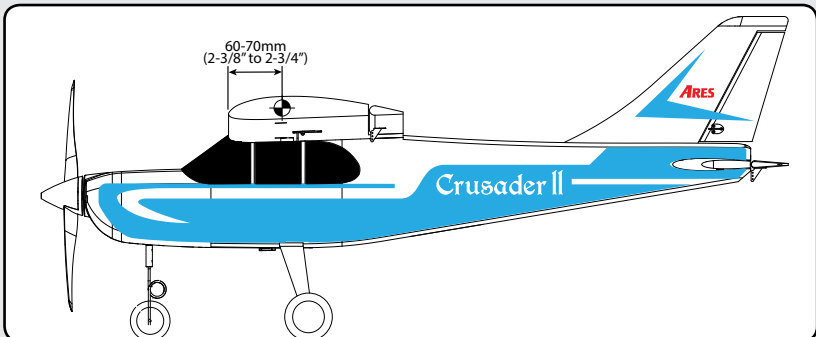
- e** Add the prop shaft to the motor shaft, push it back as far as it will go, then securely tighten the prop nut, noting that a loose propeller can cause considerable damage and serious injury.



- f** Fit the spinner and secure the screw using a crosshead screwdriver.



- 28** With the LiPo battery inserted, check that your Crusader sits level when balanced on either side of the fuselage at a point 60–70mm back from the leading edge of the wing.



Mode 2

- 29** With the throttle stick in the low position, switch ON the transmitter once more and connect the battery to the ESC whilst keep well clear of the live propeller. Close the battery hatch and check once more that the control surfaces move in the correct manner.



Mode 1

- 29** With the throttle stick in the low position, switch ON the transmitter once more and connect the battery to the ESC whilst keep well clear of the live propeller. Close the battery hatch and check once more that the control surfaces move in the correct manner.



- 30** Your Crusader is now ready to fly. You're going to love it, however make sure you choose a suitably calm day for the test flight. We recommend that the services of an experienced model pilot be employed to assist with the first flight. Please see the full online manual for further information.



Transmitter Pairing

Having followed Steps 1 to 19, in the unlikely event that your Crusader does not operate please follow the 4 stage pairing process detailed here:

If you're completing the PTF version of the Crusader using a Hitec air transmitter, follow your transmitter's guide to pairing and power ON the receiver when prompted, noting that the KA-6 receiver is an autopair receiver and does not require that you press a pair/link button.

- 1 If already fitted, remove the Crusader's propeller. Place the transmitter and receiver (you can leave this in the model) within 200cm of each other (but not less than 45cm) then power the transmitter ON.



- 2 Power the receiver ON by connecting the LiPo battery to the ESC, as before. The Receiver's LED will initially flash red / blue, then change to fast-flashing red. For initial pairing the receiver must be powered on within 5 seconds of the transmitter. Once paired this time constraint is no longer necessary.



- 3 Pairing will be complete when the receiver's fast-flashing red LED turns solid red. This usually works without issue, however if you are attempting to operate multiple aircraft at the same time be sure that you only turn one transmitter and aircraft on at a time, waiting for the two to pair before moving to the next. If a mis-pair occurs simply turn off both units and begin the process again.



- 4 You should now have full control of your Crusader. Return to Step 20 of this guide to complete the set-up of your model.



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NOTE: If you experience any problems,
please consult online troubleshooting guide.