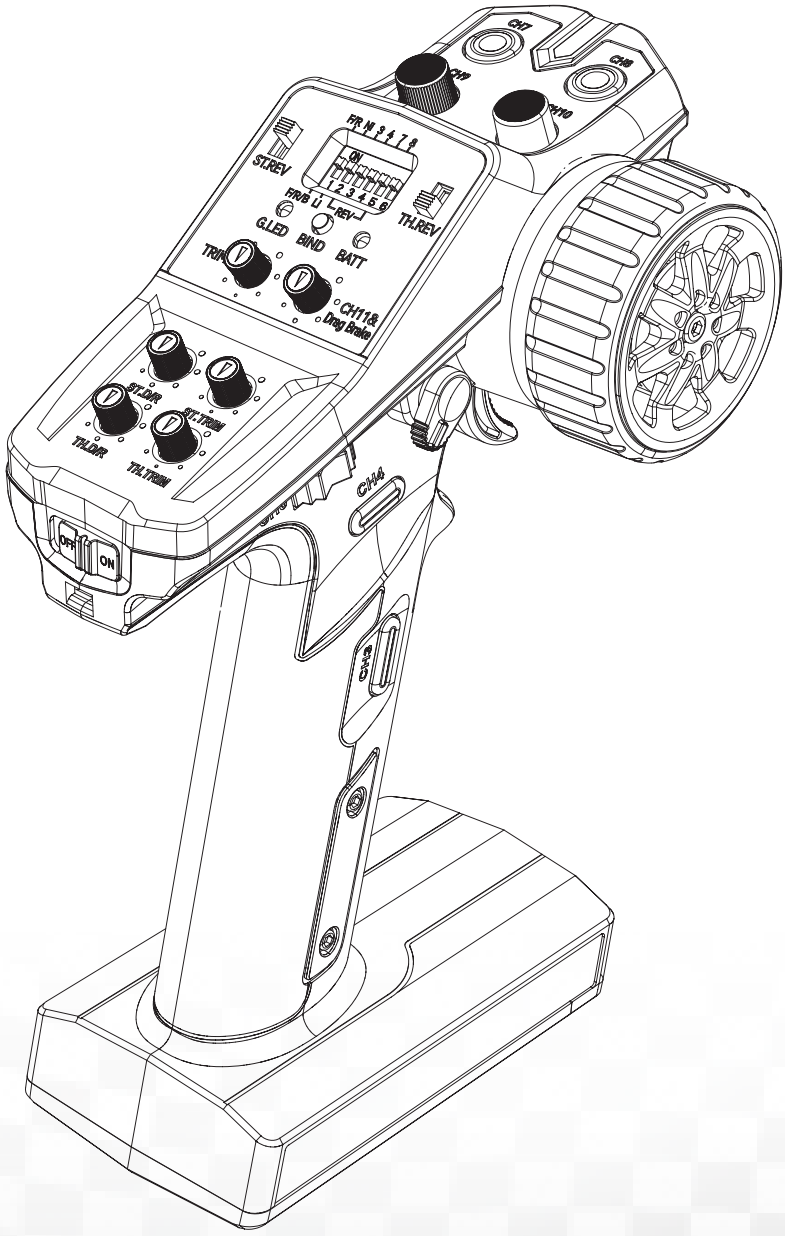
FS-MG11-BS

USER MANUAL

FLYSKY

Digital Proportional Radio Control System

2.4GHz 2A-BS



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WARNING:

This product is only for 15 years old or above.

Thank you for purchasing our products.

Read the manual carefully to ensure your personal safety as well as the safety of your equipment.

If you encounter any problems during using, please refer to this manual first. If the problem is still not resolved, please contact the local dealer directly or contact the customer service staff via the website below:

www.flysky-cn.com

Contents

1.Safety

1.1 Safety Symbols

Pay close attention to the following symbols and their meanings. Failure to follow these warnings could cause damage, injury or death.

⚠ Danger	• Not following these instructions may lead to serious injuries or death.
⚠ Warning	• Not following these instructions may lead to major injuries.
⚠ Caution	• Not following these instructions may lead to minor injuries.

1.2 Safety Guide

Prohibited

- **Do not use the product at night or in bad weather like rain or thunderstorm. It can cause erratic operation or loss of control.**
- **Do not use the product when visibility is limited.**
- **Do not use the product on rain or snow days. Any exposure to moisture (water or snow) may cause erratic operation or loss of control.**
- **Interference may cause loss of control. To ensure the safety of you and others, do not operate in the following places:**
  - Near any site where other radio control activity may occur
  - Near power lines or communication broadcasting antennas
  - Near people or roads
  - On any body of water when passenger boats are present
- **Do not use this product when you are tired, uncomfortable, or under the influence of alcohol or drugs. Doing so may cause serious injury to yourself or others.**
- **The 2.4GHz radio band is limited to line of sight. Always keep your model in sight as a large object can block the RF signal and lead to loss of control.**
- **Do not touch any part of the model that may generate heat during operation, or immediately after use. The engine, motor or speed control, may be very hot and can cause serious burns.**

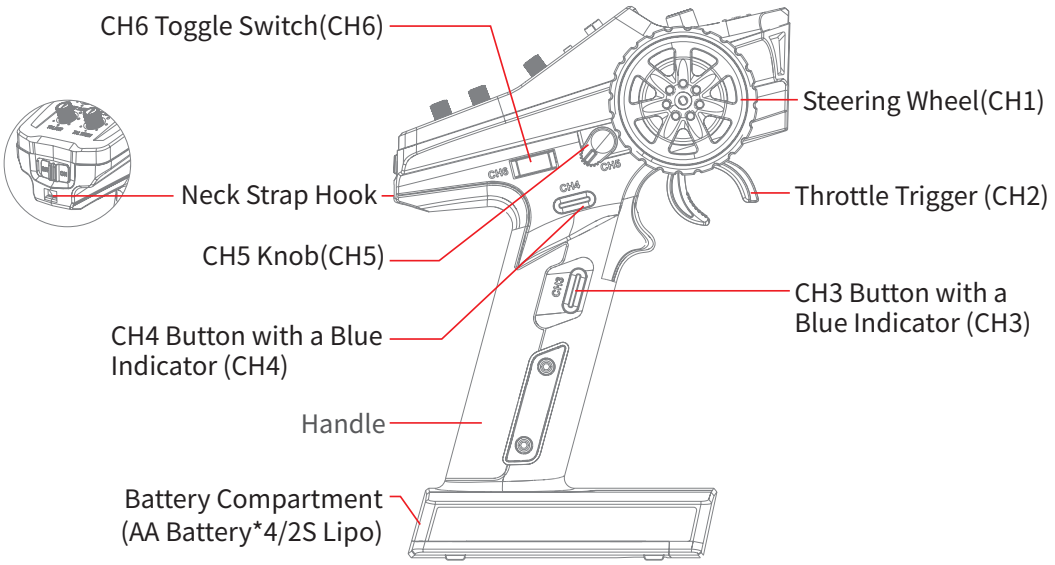
Mandatory

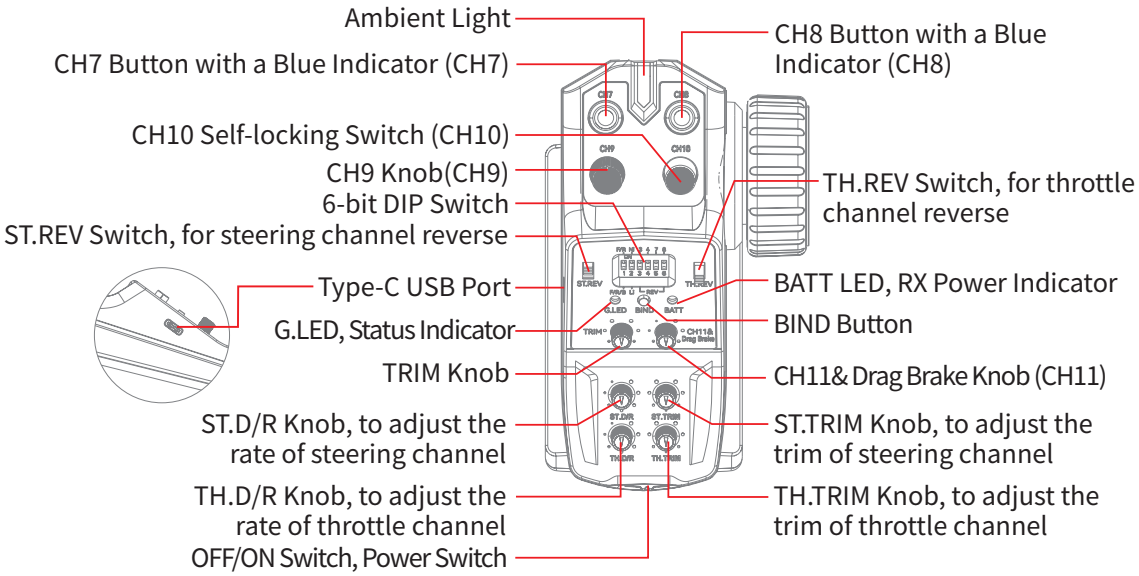
- **Misuse of this product may lead to serious injury or death. To ensure the safety of you and your equipment, read this manual and follow the instructions.**
- **Make sure the product is properly installed in your model. Failure to do so may result in serious injury.**
- **Make sure to disconnect the receiver battery before turning off the transmitter. Failure to do so may lead to unintended operation and cause an accident.**
- **Ensure that all servos operate in the correct direction. If not, adjust the direction first.**
- **Make sure the model stays within the systems maximum range to prevent loss of control.**

2.Introduction

The FS-MG11-BS is a 11-channel transmitter that adopts the 2.4GHz 2A-BS Automatic Frequency Hopping Digital System. The transmitter is lightweight and compact in design, comfortable and ergonomic. The transimtter supports ESC parameters setting and compatible with variety of car models..

2.1 Transmitter Overview





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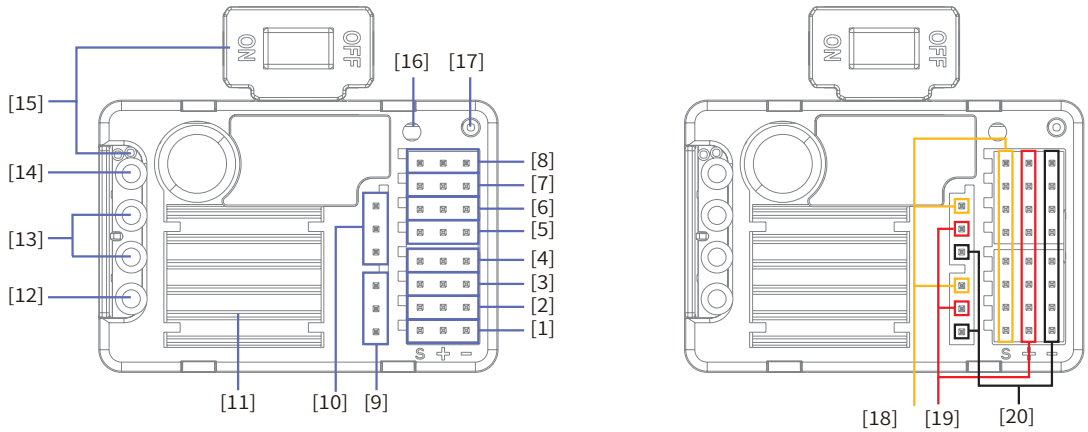
2.2 Receiver Overview (Taking FS-R11D-ESC-BS as Example)



[1]	CH1 Interface	[11]	Heatsink
[2]	CH3 Interface	[12]	Motor Interface "-"
[3]	CH4 Interface	[13]	Battery Interface
[4]	LED Car Light Interface	[14]	Motor Interface "+"
[5]	CH6 Interface	[15]	Power Switch
[6]	CH7 Interface	[16]	LED
[7]	CH8 Interface	[17]	Antenna
[8]	CH9 Interface	[18]	S (CH/ Car Light Interface Signal Pin)
[9]	CH10 Interface	[19]	+ (CH/ Car Light Interface Anode)
[10]	CH11 Interface	[20]	- (CH/ Car Light Interface Cathode)

2.2.1 Receiver LED

The LED status indicates the power supply state of the receiver and its working state.

Off: The receiver is not powered on.

Solid ON: The receiver works normally.

Fast Flashing: The receiver is in the binding mode.

Slow Flashing: The transmitter bound is powered off, or it has been not bound with a transmitter, or the receiver does not receive any signal.

2.2.2 Interface

All channel interfaces are 2.54mm*3 Pin standard pins, and the battery interface is XT60 male interface, and the spec of motor interface is a 4.0 mm bullet female connector.

2.2.3 Antenna

It is an external antenna.

⚠ **Caution**	• Do not pull the antenna of the receiver. Do not tie the antenna and the servo cable together.
⚠ **Warning**	• Do not put the antenna close to the metal materials, because this will affect the signal strength of the receiver. Keep the receiver's antenna at least 1cm away from conductive materials such as carbon or metal.

3.Getting Started

Before operation, install the battery and connect the system as instructed below.

3.1 Transmitter Antenna

The transmitter has a built-in antenna. When the transmitter starts to work, the antenna automatically operate, without additional operations.

3.2 Receiver and Servo Installation

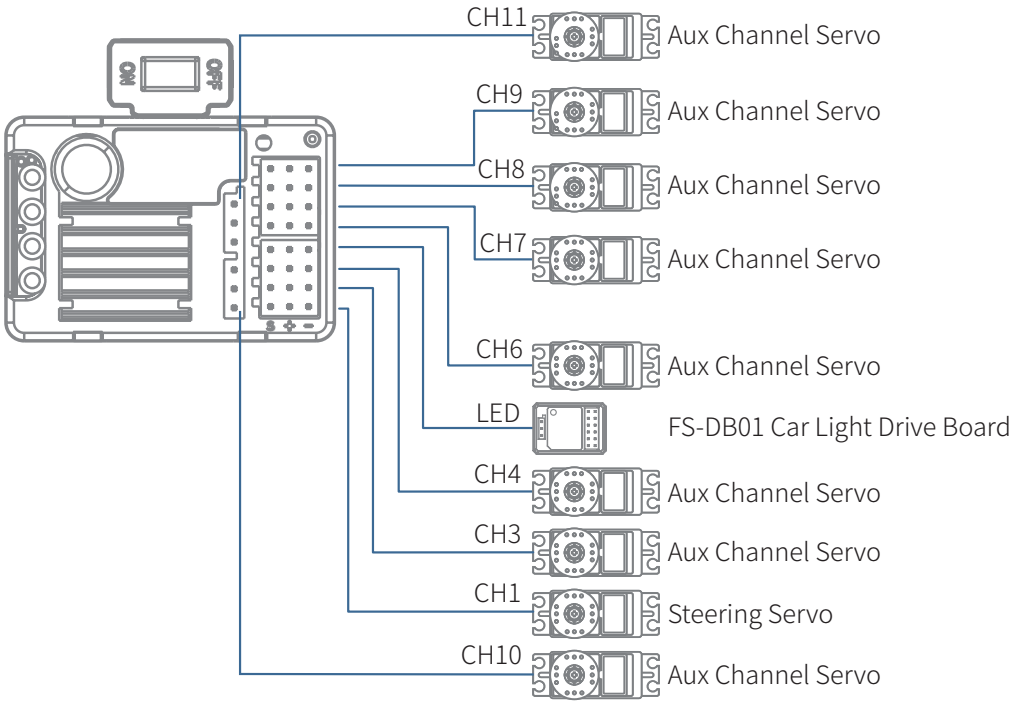
Make sure that the receiver is mounted in an appropriate location within the model, to ensure a stable signal, maximum range and to mitigate external interference, follow these guidelines:

Pay attention to the following when installing the receiver:

1. Make sure the receiver is not installed near motors or sources of electrical noise.
2. Keep the receiver's antenna away from conductive materials such as carbon or metal. To ensure normal function, make sure there is a gap of at least 1cm between the antenna and the conductive material.

⚠ **Caution**	• **To prevent damage do not power on the receiver during installation.**

Connect the servos/car light drive board to the receiver according to the digram below.



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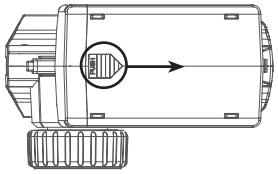
3.3 Transmitter Battery Installation

⚠ Danger	• Only use specified battery (X4 AA batteries).
⚠ Danger	• Do not open, disassemble, or attempt to repair the battery.
⚠ Danger	• Do not crush/puncture the battery, or short the external contacts.
⚠ Danger	• Do not expose to excessive heat or liquids.
⚠ Danger	• Do not drop the battery or expose to strong shocks or vibrations.
⚠ Danger	• Always store the battery in a cool, dry place.
⚠ Danger	• Do not use the battery if damaged.

Installing the AA Battery

Follow the steps below to install the AA batteries:

1. Open the battery compartment cover as illustrated.
2. Insert 4 fully-charged AA batteries into the compartment. Make sure that the batteries are well set according to the polarities marked on the battery compartment.
3. Replace battery compartment cover.



Press to slide the cover as illusrtated. Then remove the cover.

Installing the LiPo Battery

Follow the steps below to install the LiPo battery:

1. Open the battery compartment cover.
2. Insert 2S fully-charged LiPo battery into the compartment.
3. Plug the cable of LiPo battery into the JST Jack. Make sure to connect correctly according to the polarities marked on the battery compartment.
4. Replace battery compartment cover. Be careful not to pinch the cable.

4.Instructions

After setting up, follow the instructions below to operate the system.

4.1 Power On

Follow the steps below to turn on the transmitter:

1. Check to make sure that the batteries are fully charged and installed correctly.
2. Toggle the Power Switch to the ON position. The G.LED will be solid on, both the ambient light and the BATT LED will be on for 3 seconds, and then will be off.

Note: For safety, always power on the transmitter before the receiver.

⚠ Warning	• **Operate with caution in order to avoid damage or injury.**

4.2 LED Indicator

The G.LED of the transmitter is used to indicate the functional status of the transmitter; The ambient light and BATT LED are used to indicate the power status of the transmitter and the power status of the receiver, the details are as follows.

1. G.LED: The green status indicator
   - When the transmitter is in binding state, the G.LED will flash rapidly.
   - When the transmitter voltage is low, the G.LED will flash slowly.
   - When the transmitter is in idle alarm state, the G.LED will be in gradual light state.
   - When the transmitter is in end point adjustment status, the G.LED will work in two-flash-one-off state.
2. BATT Indicator: The battery power indicator for the transmitter or the 2-in-1 receiver
   - When the battery power is high, the BATT LED will be solid on in green.
   - When the battery power is medium, the BATT LED will be solid on in yellow.
   - When the battery power is low, the BATT LED will be solid on in red.
   - When the battery power is ultra low, the BATT LED will flash slowly in red.

Note: In three seconds after the power-on of the transmitter, the ambient light and BATT LED indicate the transmitter battery power status. When the transmitter is powered on for 3 seconds, the transmitter battery power status is indicated in case of binding a standard receiver. The receiver battery power status is indicated in case of binding 2-in-1 receiver.

- When the transmitter does not receive the return message, the ambient light and BATT LED will be off.
- When the receiver is de-bound, the ambient light and BATT LED will maintain in the state when the receiver is de-binding.

4.3 Binding

The transmitter and the receiver have been pre-bound before delivery. If you are going to use another receiver, follow the steps below to rebind. The transmitter supports two-way binding, the steps are as following:

1. Turn on the transmitter while holding the BIND button, then the transmitter will enter the binding mode. At this time, the G.LED will flash quickly. Once in bind mode release the BIND button.
2. Turn on the receiver, and it will wait for 1 second for connection. If without connection, the receiver will enter the binding mode automatically.
3. Once the binding is successful, the receiver LED and the G.LED of the transmitter will be solid on.
4. Verify that the transmitter and the receiver are working properly. If you need to re-bind, repeat the above steps.

Notes:

1. Applicable to the FS-MG11-BS transmitter and the FS-R11D-ESC-BS receiver.
2. The FS-MG11-BS transmitter complies with the 2A-BS protocol and is only compatible with receivers conforming to this protocol.
3. Different receivers have different bind procedures. For more information, visit the FLYSKY website for manuals and other related information.

4.4 Stick Calibration

Use this function to correct for the mechanical deviation of the throttle trigger, steering wheel and CH5 knob, for example, deviation occurred in the self-centering or maximum minimum travel, the steps are as following:

1. Turn and hold the steering wheel clockwise to the max travel point and push the throttle trigger forwards as far as possible, and at the same time turn on the transmitter, the transmitter will be in calibration mode, meanwhile, the buzzer will sound three times for prompt.
2. Steering Wheel Calibration: Turn the steering wheel to the max and min travel point clockwise/counterclockwise respectively, and the buzzer will sound two times for prompt.
3. Throttle Trigger Calibration: Push/pull the throttle trigger to forward/backward as far as it will go, and the buzzer will sound once for prompt.
4. CH5 Knob Calibration: Turn the CH5 knob to its max and min travel point clockwise/counter-clockwise respectively, and the buzzer will give a long beep.
5. Press the BIND button to save and exit in case of the calibration is successful, and the buzzer will give a long beep.

   If the calibration fails, pressing the BIND button is invalid. Repeat the steps above.

4.5 Power Off

Follow the steps below to turn off the system:

1. Turn off the receiver first.
2. Toggle the transmitter's power switch to the [OFF] position.

⚠ **Danger**	• **Make sure to disconnect the receiver power before turning off the transmitter. Failure to do so may lead to damage or serious injury.**

5.System Functions

This section focuses on the functions and how to use them.

5.1 Channel Description

The transmitter outputs a total of 11 channels, which are assigned as below, as well as the functions.

Channel	Assigned Control	Function
CH1	Steering Wheel	Steering, to make the model car to turn right or left. Turn the steering wheel in clockwise or counterclockwise to control the left/right steering.
CH2	Throttle Trigger	Throttle, to control the model car to move forward or backward. Push or pull the throttle trigger to control the model car forward or backward.
CH3	CH3 Button	User can customize the channel function. For example, function as a fast /slow-position servo channel.
CH4	CH4 Button	
CH5	CH5 Knob	For the 2-in-1 receiver, it controls car lights, and for the standard receiver, it can be customized the channel function.
CH6	CH6 Toggle Switch	User can customize the channel function. For example, function as a fast /slow-position servo channel.
CH7	CH7 Button	
CH8	CH8 Button	
CH9	CH9 Knob	
CH10	CH10 Self-locking Switch	
CH11	CH11& Drag Brake Knob	For the 2-in-1 receiver, it is used to set the ESC drag brake, and for the standard receiver, it can be customized the channel function.

5.2 Channel Reverse

This function reverses the motion direction of steering channel, throttle channel, CH3, CH4, CH7 and CH8 servos.

The ST.REV and TH.REV switches are reverse setting switches of steering channel and throttle channel respectively. Switches 3, 4, 5 and 6 of the 6-bit DIP switch are the reverse setting switches of CH3, CH4, CH7, and CH8, respectively. A switch on the upper side indicates that the servo output is normal; a switch on the lower side indicates that the servo output is reverse.

Setup:

Toggle the corresponding setting switch to the upper side, the buzzer will have one beep. Toggle the switch to the lower side, the buzzer will have two beeps.

5.3 Trims

This function can set the trim of steering channel, throttle channel and channel 4.

The ST.TRIM, TH.TRIM and TRIM knobs correspond to the trim adjustments of the steering channel, throttle channel and CH4, respectively. When the knob is centered by default, the trim value is zero. When adjusting counterclockwise, the trim value increases to a maximum of 120us. When adjusting clockwise, the trim value decreases to a minimum of -120us. Note that when the channel is set in reverse, the trim is reversed at the same time, that is, the trim value decreases in the counterclockwise adjustment, and the trim value increases in clockwise adjustment.

Setup:

Turn the trim knobs corresponding to the channel clockwise or counterclockwise for trim adjustment. The buzzer will have one beep when the position is reached to the center.

Note: After the throttle trim is changed, the receiver needs to be re-powered on to recognize the new throttle neutral. Otherwise, an exception may occur during vehicle reversing.

5.4 D/R

This function is used to adjust the rate of steering channel and throttle channel, so that the servo actions tend to be sensitive.

ST.D/R is used to adjust the steering channel rate. TH.D/R is used to adjust the throttle channel rate. Turning the knob anticlockwise will increase the value. Turning the knob clockwise will decrease the value. Smaller values indicate finer adjustment. The range is 0~100%.

Setup:

Turn the D/R switches corresponding to the channel clockwise or counterclockwise for D/R adjustment. The buzzer will have one beep when the position is reached to the center.

5.5 End Point Adjustment

This function is used to adjust the end points of all channels, i.e. left and right angle of steering channel, forward and brake of throttle channel, and servo travel amount of CH3-CH11.

By default, it is used to set the steering channel end points. The end points setting of the others can be triggered by operating the control corresponding to this channel.

Steering Channel End Point Adjustment

Adjust the end points of steering channel (the control of steering channel is steering wheel).

Setup:

1. In the power-on state, press BIND twice, then the transmitter enters the end point setting mode. At this time, G.LED will work in two-flash-one-off mode repeatedly, and the buzzer will prompt with beeping twice cyclically.

2. Rotate the steering wheel to the appropriate travel point and hold it. Press BIND. The buzzer will prompt with beeping once cyclically.
3. Take the center of the steering wheel as the reference, reverse the rotation of the steering wheel to the appropriate travel point and hold it. Press BIND. The buzzer will be turned off at this time.
4. Press BIND for one second to save the setting and exit the end point setting mode. The buzzer will give a long beep, and the G.LED will be solid on. The end points setting of the steering channel is finished.

CH6 End Point Adjustment

Adjust the end points of CH6 (the control of CH6 is CH6 Toggle Switch).

Setup:

1. In the power-on state, press BIND twice, then the transmitter enters the end point setting mode. At this time, G.LED will work in two-flash-one-off mode repeatedly, and the buzzer will prompt with beeping twice cyclically.
2. Toggle CH6 Toggle Switch to one position. The buzzer will prompt with beeping three times cyclically.
3. Rotate the steering wheel to the appropriate travel point and hold it. Press BIND. The buzzer will prompt with beeping twice cyclically. The setting of this position is completed.
4. Toggle CH6 Toggle Switch to another position. Rotate the steering wheel to the appropriate travel point and hold it. Press BIND. The buzzer will prompt with beeping once cyclically. The setting of this position is finished.
5. Toggle CH6 Toggle Switch to the last position. Rotate the steering wheel to the appropriate travel point and hold it. Press BIND. The buzzer will be off at this time. The setting of this position is finished.
6. Press BIND for one second to save the setting and exit the end point setting mode. The buzzer will give a long beep, and the G.LED will be solid on. The end points setting of CH6 is finished.

Note: The end point values of at least two positions should be set.

Other Channels End Point Adjustment

Adjust the end points of the other channels.

Setup:

1. Refer to previous content, to put the transmitter into the end point setting mode.
2. Oprate the control corresponding to the channel which you want to set.
3. Rotate the steering wheel to the appropriate travel point and hold it. Press BIND. The buzzer will prompt with beeping once cyclically.
4. Rotate the steering wheel to the appropriate travel point and hold it. Press BIND. The buzzer will be off at this time.
5. Press BIND for one second to save the setting and exit the end point setting mode. The buzzer will give a long beep. and the G.LED will be solid on. The end points setting of this channel is finished.

Notes:

1. If there is no response from the transmitter when a control is operated during the setup process, it means that the setup fails. In this case, you need to set it again.
2. Except the steering channel and throttle channel, you can operate the corresponding control to trigger the end points settings of other channels after completing the settings of one channel. For example, in the end points setting of CH3, you can press the CH4 button after the buzzer is turned off. At this time, the buzzer prompts with beeping twice cyclically. You can continue the end points setting of CH4. If you want to set the end points of the steering channel or throttle channel after setting other channels, the transmitter needs to re-enter the end point

setting mode.

3. Throttle channel will maintain normal output during the end point setting of other channels.

5.6 ESC Parameters Setting

The function is adapted to a 2-in-1 receiver. The ESC parameters can be set by the 6-bit DIP Switch of the transmitter, that is, the DIP switch is located at different positions and the corresponding parameter values are different. There are three parameters can be set for the ESC, which are "Running Mode", "Battery Type" and "Drag Brake".

Running Mode

Forward/Reverse/Brake(F/B/R): This mode adopts "double click" reverse mode, that is, when the throttle trigger is pushed from neutral range to the reverse area for the first time, the motor is only braking and will not reverse; when the throttle trigger is moved back to the neutral range and pushed to the reverse area for the second time, it will reverse. This mode is applicable to general models.

Forward/Reverse(F/R): This mode adopts "one click" reverse mode, that is, when the throttle trigger is pushed from neutral range to the reverse area, the motor immediately generates reverse action, which is generally applied to rock crawler.

The switch marked 1 of 6-bit DIP switch is used to set the ESC running mode. The switch on the upper side indicates that the running mode is Forward/Reverse; and the switch on the lower side indicates that the running mode is Forward/Reverse/Brake.

Setup:

Toggle the switch 1 to the upper side, the buzzer will have one beep. Toggle the switch to the lower side, the buzzer will have two beeps.

Battery Type

There are LiPo and NiMH cells. It can be set according to the actual use.

The switch marked 2 of 6-bit DIP switch is used to set the battery type. The switch on the upper side indicates that the battery type is NiMH cells; and the switch on the lower side indicates that the battery type is LiPo.

Setup:

Toggle the switch 2 to the upper side, the buzzer will have one beep. Toggle the switch to the lower side, the buzzer will have two beeps.

Drag Brake

The drag brake means that when the throttle trigger moves from the forward or reverse area to neutral range, it will produce certain braking force to the motor, the larger the value is, the greater the drag brake force is. Select proper braking force according to the actual situation.

The CH11&Drag Brake knob is used to set the ESC drag brake force, which is adjusted counterclockwise to increase the value of the drag brake force, and vice versa. The setting range is from 0 to 100%.

Setup:

Turn the CH11&Drag Brake knob clockwise or counterclockwise for drag brake force adjustment. The buzzer will have one beep when the position is reached to the center.

5.7 Failsafe

The failsafe function is used to protect the model and personnel when the receiver is out-of-control.

By default, it is not set, and the PWM interfaces will maintain the last output in case of out-of-control. The setting steps are as following.

Setup:

In the normal power-on state, set the control corresponding to the channel to be configured with failsafe to the preset position, meanwhile, press and hold the BIND button for 3 seconds to set the output value as the failsafe value. And the buzzer will giver a long beep indicating that the setting is successful.

Notes:

1. When a 2-in-1 receiver has connected, the failsafe for CH2 is enabled by default, the ESC will enter the brake state when the receiver is out-of-control.
2. Restore to the default setting in case of re-binding.

5.8 Idle Alarm

The transmitter will go into idle alarm state when there is no operation over 10 minutes.

When the transmitter is in idle alarm state, the G.LED will be in gradual light state, and the buzzer will prompt with beeping twice cyclically. Operate steering wheel or throttle trigger to cancel the idle alarm.

5.9 Sleep Mode

When the transmitter has been in idle alarm state over 2 minutes, it will enter the sleep mode.

In this mode, the G.LED will be in gradual light status, other indicators will be off, and the buzzer and RF will turn off.

To exit the sleep mode, power off the transmitter and restart it.

5.10 Transmitter Voltage Alarm

When the system detects a low voltage, it will give an alarm. Avoid accidents caused by long-term operation under low voltage.

When the voltage is detected below 4.2V/7.0V (AA battery/LiPo battery), there is an alarm due to low voltage. At this time, the G.LED will flash slowly, and the buzzer prompts with beeping once cyclically.

When the voltage is detected below 3.5V (ultra-low), the transmitting function is disabled. The G.LED will be in gradual light state.

5.11 Data Reset

This function is used to restore the end point value set to the default value.

Setup:

To restore to the default value, press the BIND and CH4 buttons of the transmitter at the same time, and power the transmitter on. At this time, the buzzer will give a long beep.

Note: This function is only applicable to resetting the end point value set to the default value.

6. Product Specifications

This section contains the specifications of FS-MG11-BS transmitter.

6.1 Transmitter Specifications

Product Model	FS-MG11-BS
Compatible Receivers	FS-R11D-ESC-BS, FS-R11P-BS
Number of Channels	11
Compatible Models	Car
RF	2.4GHz ISM
Maximum Power	<20dBm (e.i.r.p.)（EU)
2.4GHz Protocol	2A-BS
Distance	>150m(Ground Distance without Interference)
Resolution	4096
Input Power	1.5AA*4 or 2S LiPo
Working Current	About 60mA/6V
Charging Interface	None (The Type-C USB port is only used for power supply.)
Low Voltage Warning	AA battery: <4.2V; LiPo battery: <7.0V
Antenna	Single Built-in Antenna
Data Interface	None
Online Update	None
Temperature Range	-10°C ~ +60°C
Humidity Range	20% ~ 95%
Color	Black
Dimensions	135.7*189.5*82.7mm
Weight	225g
Certifications	CE, FCC ID：2A2UNMG1100

7. Package Contents

The accessories included are different in different versions, please consult your dealer for details.

8. Certifications

8.1 DoC Declaration

Hereby, [Flysky Technology Co., Ltd.] declares that the Radio Equipment [FS-MG11-BS] is in compliance with RED 2014/53/EU.

The full text of the EU DoC is available at the following internet address: www.flyskytech.com/info_detail/10.html

8.2 CE Warning

The antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co-located or operating in conjunction with any other transmitter. End-users and installers must be provided with antenna installation instructions and transmitter operating conditions for satisfying RF exposure compliance.

8.3 FCC Statement

This equipment has been tested and found to comply with the limits for a Class B digital device pursuant to part 15 of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or televison reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

-- Reorient or relocate the receiving antenna.

-- Increase the separation between the equipment and receiver.

-- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.

-- Consult the dealer or an experienced radio/TV technician for help.

To assure continued compliance, any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this equipment.

This equipment complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference.

(2) This device must accept any interference received, including interference that may cause undesired operation.

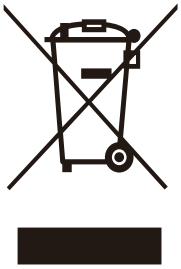
Caution!

The manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user authority to operate the equipment.

1. The antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co-lacated or operating in conjunction with any other transmitter.End-users and installers must be provided with antenna installation instructions and transmitter operating conditions for satisfying RF exposure compliance.
2. Move all your channels to the desired position.
3. Select [All channels] and then [Yes] in the confirmation box.

8.4 Environmentally friendly disposal

Old electrical appliances must not be disposed of together with the residual waste, but have to be disposed of separately. The disposal at the communal collecting point via private persons is for free. The owner of old appliances is responsible to bring the appliances to these collecting points or to similar collection points. With this little personal effort, you contribute to recycle valuable raw materials and the treatment of toxic substances.



CAUTION

RISK OF EXPLOSION IF BATTERY IS REPLACED BY AN INCORRECT TYPE.
DISPOSE OF USED BATTERIES ACCORDING TO THE INSTRUCTIONS

Figures and illustrations in this manual are provided for reference only and may differ from actual product appearance. Product design and specificatiions may be changed without notice.

FLYSKY

微信公众号 Bilibili Website Facebook

www.flysky-cn.com

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