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**AGGRESSOR**  
**CRX**

*Introduction*

Congratulations on your purchase of the Hitec Aggressor CRX computer radio. The Aggressor CRX is loaded with many great features to maximize your R/C experience. Please read this manual carefully to familiarize yourself with the operation of your new CRX. After reading this manual, store it in a safe place for future reference.

*1. System Features*

**A) Radio Features**

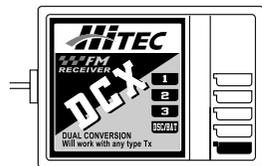
- Ergonomically designed 3-channel pistol grip FM computer radio.
- High definition/multi-pixel LCD display.
- Removable module for easy channel changing. (Spectra capable)
- Dual rate steering. (Adjustable while driving)
- Brake ATL switch. (Adjustable travel length)
- Brake lever travel limiter.
- Steering wheel tension adjustment.
- Digital trims.
- Trim center audible verification.
- Third channel "Shifting" button.
- Third channel "Linear" digital trim.
- Interchangeable assortment of color rubber grip pads in two sizes.
- Foam steering wheel for comfortable control.
- Transmitter charging jack for rechargeable batteries.
- RF (Radio Frequency) Indicator light.
- Two-speed menu scrolling.
- Transmitter low battery alarm.
- Total transmitter "On" time timer.

**B) Programmable Features**

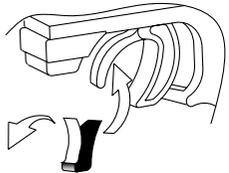
- Model naming. (6 Characters)
- Model select. (20 models)
- Sub-trims.
- Ch #3 switch set. (Shift, Linear)
- EPA. (End Point Adjustment)
- Steering and throttle exponential travel.
- ABS. (Anti-Lock Braking)
- Steering to AUX/Throttle to AUX mixing.
- Timer. (Up/Down)
- Servo reversing.
- Model copy.
- Model reset. (Factory default)



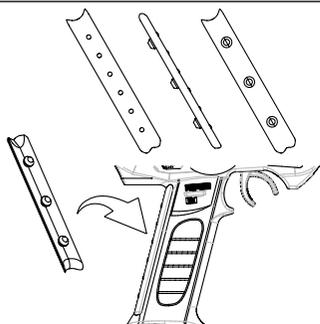
Transmitter



Receiver



Accessories (Brake pad)



Option (Grip pad)

**C) System Specifications**

**1. Transmitter**

- Current drain : 180mA
- Modulation : FM
- Power supply : 8AA alkaline, Nicad or NiMh batteries
- Frequencies : 27mhz (6 channels), 75mhz (30 channels) USA

**2. Receiver**

- DCX
- Modulation : FM, dual conversion
- Power supply : 4.8V- 6V
- Weight : 0.75oz
- Size : 1.6"x 1.1"x 0.7"
- Current drain : 30mA +/- 0.3mA
- BEC : N/A

**Note about Servos.**

Hitec chooses not to include servos in our "higher end" radio systems. We believe most of you don't wish to pay for an item you may never use. Hitec builds over 40 different servos for surface and aircraft applications. To find the correct servo for your new vehicle, check out our web site [www.hitecrcd.com](http://www.hitecrcd.com) or any current catalog for a complete description of our servo products.

**3. Accessories**

- Brake pad : this small piece of foam can be attached to the brake lever to take up any space between it and your finger for a custom fit.

**4. Options**

- Grip pads : Blue, red, and black (Small : Part # 54309, Large : Part# 54310)
- Dry battery holder. Part# 54410

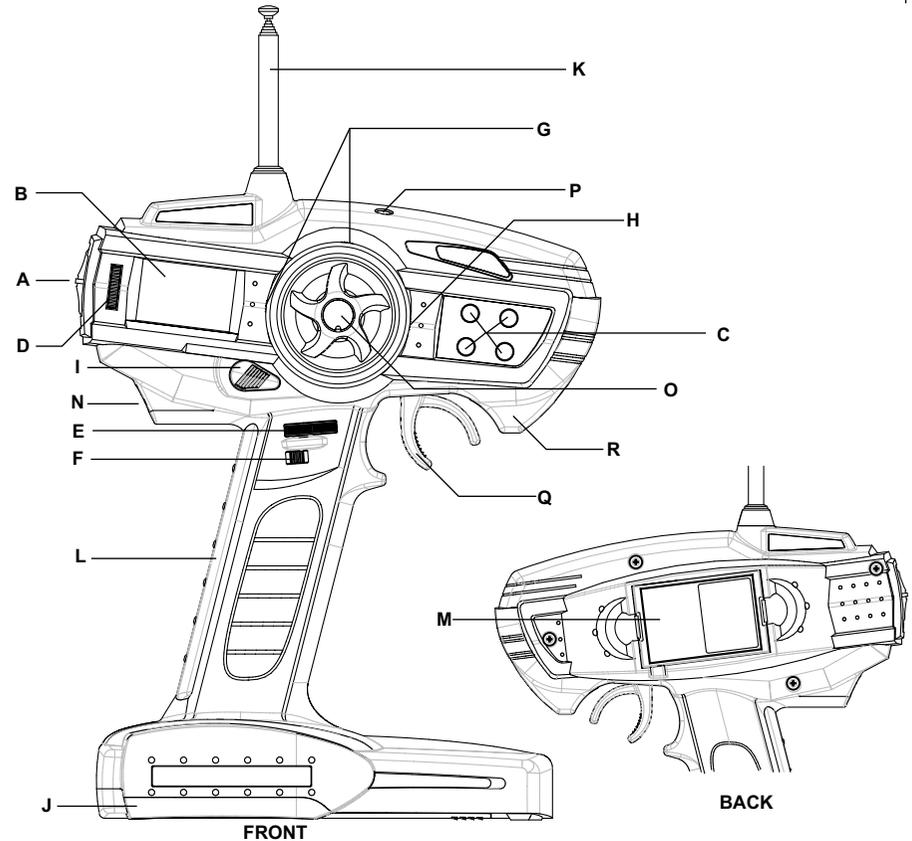
**5. Available Versions**

**Standard :** Part# 127271 (27 MHz), #127751 (75 MHz)  
 Description : CRX transmitter, DCX RX, TX NiCad's w/Charger.

**Spectra Deluxe:** Part# 127752 (75 MHz only)  
 Description : CRX transmitter w/Spectra module, Novak Xxtra RX, TX NiCad's w/charger

**Transmitter w/Spectra only:** Part#127753 (75 MHz only)  
 Description : CRX transmitter only w/Spectra module, TX NiCad's w/charger.

**2. Transmitter Functions and Operations**



A) Power Switch	F) ATL Switch	K) Antenna	P) Steering tension adjustment
B) LCD Display	G) Steering and Throttle trims	L) Grip Pad	Q) Throttle Trigger
C) Programming buttons	H) Third channel Linear adjust	M) Module	R) Brake limiter
D) RF Indicator light	I) Third channel (Shift) button	N) Charging Jack	
E) Steering Dual Rate	J) Battery Cover	O) Steering Wheel	

**A) Power Switch**

- Slide the switch up to turn the transmitter on, and down to turn it off.
- Warning: Always turn your transmitter on first and off last to prevent accidental runaways.

**C) Programming buttons**

- Top left : Function
- Bottom left : Select
- Top right : Data "+"
- Bottom right : Data "-"

**B) LCD Display**

1. Model Name
2. Model Number
3. Throttle trim
4. Steering trim
5. Aux trim
6. Battery voltage & meter
7. Timer
8. ABS on/off

**D) RF Indicator light**

- This light will only be on, if the transmitter is sending a signal.

### E) Steering Dual Rate

- Adjusts the overall travel of the steering servo.
- Push the dial forward with your thumb for maximum steering (Maximum 125%).
- Pull the dial back with your thumb to reduce the travel (Minimum 60%).
- Use this to fine tune your vehicles handling for the surface conditions.
- Use more steering travel for high traction surfaces and less for low traction surfaces.

### F) ATL Switch

- Adjusts the brake servo or ESC (Electronic Speed Control) travel end point.
- Push the switch forward with your thumb for maximum braking (Maximum 125%).
- Pull it back to reduce the braking power (Minimum 0%).

- Note: Be aware that at 0% you will have no brakes.

### G) Steering and Throttle Trims

- The trims are used to fine-tune the point where the servo returns to center.
- Adjust the ST-TRIM so your vehicle travels perfectly straight when the steering wheel is centered.

- Note: If you move the trim to its maximum and the vehicle does not go straight, move the servo horn on the servo output spline or adjust the sub-trim to fix the problem.

- Use the THR-TRIM to adjust the "Drag Brake" or "Coast Brake"; this is the amount of braking that occurs when the trigger is at neutral.

- Tip#1: Do not mount the horn on the servo until you turn on the radio and center the trims and sub-trims.

- Tip#2: Always check your trims before you run or race.

### H) Third Channel Linear Adjust

- Used to adjust the AUX servo to any position.

- Note: This feature is typically used for a mixture control in nitro boats.

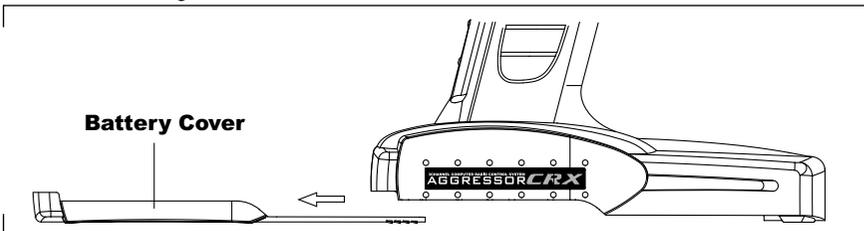
### I) Third Channel (Shift) Button

- Used to shift gears in vehicles like the T-Maxx® and others.
- Pushing the button will move the AUX channel servo from one end of its travel to the other (-100% to +100%).

- Note: You can adjust the overall travel with the AUX EPA (End Point Adjustment)

### J) Battery Cover

- Remove to change or remove the batteries.



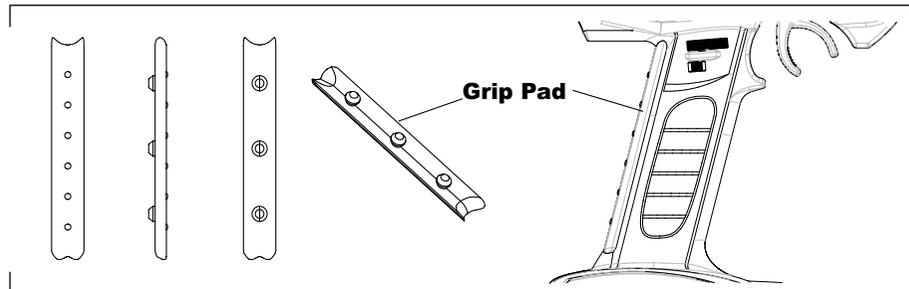
### K) Antenna

- Always extend your antenna before turning on your transmitter.
- Your antenna may be removed by turning it counter clockwise.

- Warning: When collapsing your antenna, never push it from the top or it may bend!

### L) Grip Pad

- The removable grip pad helps keep your hand secure on the radios pistol grip handle.
- The grip pads are available in assorted colors and sizes to customize the look and feel of your radio.



### M) Module

- The replaceable module controls the frequency band and channel.
- Crystals may be interchanged if permitted.
- The Spectra synthesized module is available in certain versions or separately.
- The Spectra module will allow any channel to be selected within the 75MHz band.
- To remove the module, press the tabs with your thumb and finger while pulling it outward.

- Note: Wiggle the module to help ease its removal.

### N) Charging Jack

- The charging jack, which is located under the power switch, is used with the Hitec CG-25 charger. The charger is included with your radio and can be used with the rechargeable batteries.
- (See "recharging batteries" for more information about this feature.)

### O) Steering Wheel

- Used to control the steering of your vehicle.

### P) Steering Tension Adjustment

- Used to tighten or loosen the spring tension of the steering wheel.

### Q) Throttle Trigger

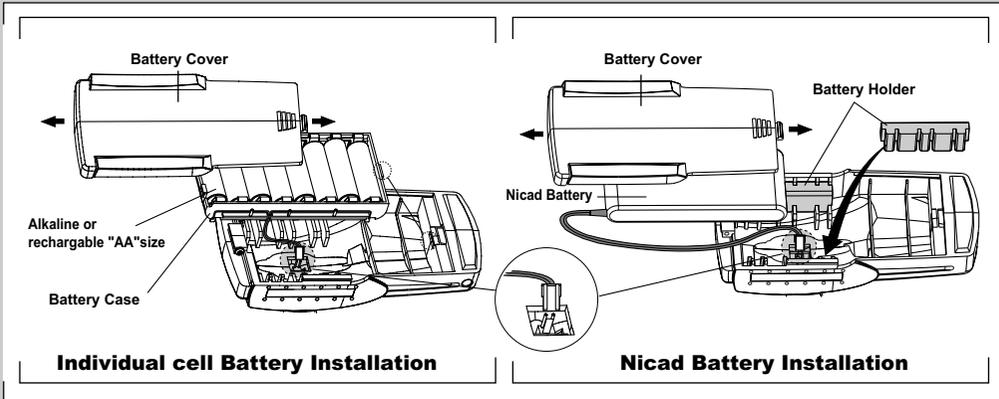
- Used to control the throttle and braking of your vehicle.
- Pull the trigger for throttle, and push it forward for braking or reverse when using a reversing electronic speed control.

### R) Brake Limiter

- Used to limit the physical "braking travel" of the trigger.

## 3. Transmitter Battery installation

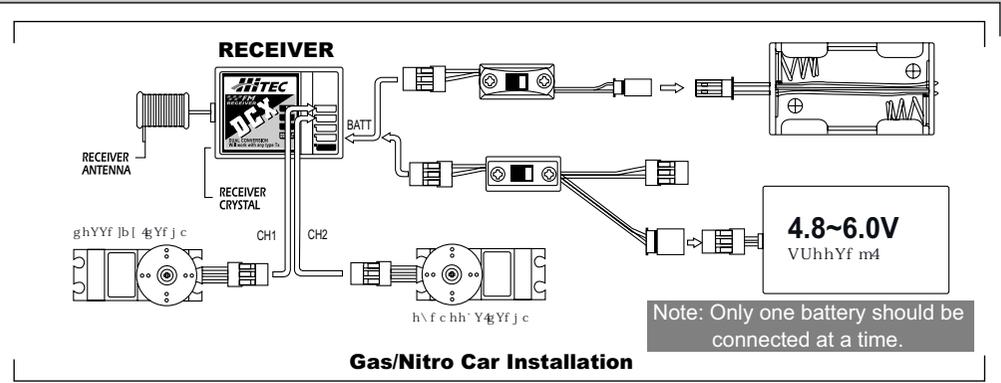
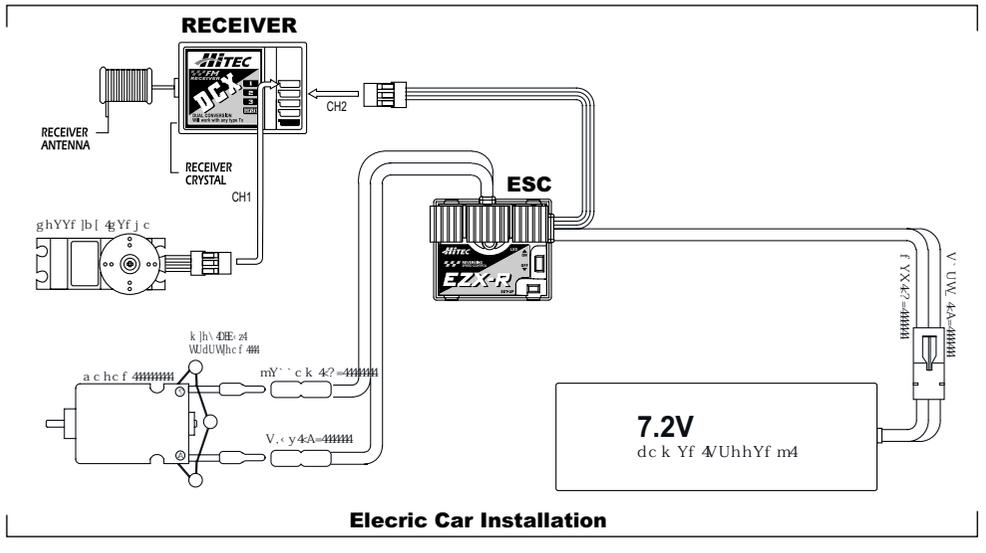
- Press down on the battery cover and slide in the direction illustrated.
- Remove the cover and install the batteries as shown.
- If you are using the optional dry battery holder, part number 54410 be careful and pay close attention to the polarity of each cell or you could damage the transmitter.
- Replace the cover; making sure it is closed securely.



#### 4. Recharging Batteries

- Connect the included Hitec CG-25 overnight wall charger to the transmitter charging jack located under the switch to charge.
- Note: If the charger is properly hooked up to the transmitter, the red light on the charger will be lit while charging. If the red light does not glow, check the connection or the battery.
- The CG-25 can also charge a 4 cell Nicad receiver battery through the second output pigtail connected to the switch harness.
- Note: If the charger is properly hooked up to the receiver battery, the green light on the charger will be lit while charging. If the green light does not glow, check the connection or the battery.
- A full charge on the supplied transmitter Nicad battery pack will take 12-16 hours.
- Warning: Do not attempt to charge alkaline batteries or they may explode.

#### 5 Receiver Servo Connections



#### A) Receiver

- DCX dual conversion.
- You can use a separate receiver 4.8v - 6V battery pack if required for your particular model. This battery is typically only used with a gas or nitro powered vehicle to supply power to the receiver. Connect as shown.
- Note: If using an electronic speed control, it will supply the power to the receiver through the connector plugged into channel #2.
- Be aware you should keep your receiver antenna at least 2" away from any power wires to prevent potential interference.
- Route the antenna up an antenna tube as typically shown in your vehicles instructions.
- Warning: Be sure not to cut off any excess antenna wire, as it will shorten your operating range.

#### B) Servos

- The HS-325HB heavy duty gear, ball bearing servo is only include with the standard version systems part#127271 and #127751. All other sytems come without servos. See the included list for reference.
- Note: Always use the proper servo for your application. Using a servo that is not powerful enough can damage it and your vehicle could potentially go out of control.
- When installing the servos, refer to the manual of the vehicle for proper installation.
- Once your servos are correctly installed, make sure they are properly centered. To do this, remove the servo horns, turn on your transmitter, then switch on the power to your receiver.
- Note: Remember; always turn your transmitter on first and off last. Failure to do so may result in loss of control and damage to your servos and/or linkage.
- Now that the power is on check that the servos are working properly.
- Center the trims and sub-trims, and then replace the horns so that they are centered.
- Be aware they may not be perfectly centered; this is OK, just get them as close as possible, and then use the trims or sub-trims for fine-tuning.

#### C) Battery

- The AA receiver battery holder supplied with your radio should be used in a non-electric vehicle requiring two servos.
- Connect the AA receiver battery holder to the power switch supplied or an optional 4-5 cell Nicad or NiMh pack to the optional #57215S power switch, and then plug the switch harness into the "Batt" channel of the receiver for power.(See illustration)
- You will not need this battery if you are using an electric car with an electronic or mechanical speed control with BEC.

**Ok! Now let's get to the programming!**

## 6. Main Edit mode

This menu allows you to set up your model with the settings you will only need to assign once. You will typically not need to access this menu unless setting up a new model. The main edit mode screens will appear in the following order:

1. Model Naming
2. Model Copy
3. Model Reset
4. Servo Reversing
5. Timer
6. Ch #3 Switch Set

### Programming

#### A) Entering the Main Edit Mode

- Access the menu by holding the "FUNC" (function) button down while turning the transmitter power switch on at the same time.
- The model naming should appear if it done right. Repeat the procedure if it does not.

#### B) Model Naming



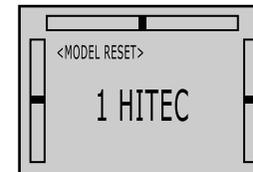
- Press the "DATA" + or - buttons to select the proper letter or symbol.
- Press the "SEL" (select) button to move the cursor.
- After the name is set, press the "FUNC" button to scroll to the next menu.
- Note: Be aware that you have to select the model you wish to name in the Programming mode first.

#### C) Model Copy



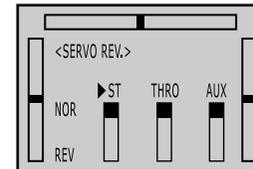
- After entering the main edit mode press the "FUNC" button to scroll to the model copy menu.
- The master is the model currently selected in the programming mode.
- The slave can be any model you choose, but be aware it will overwrite any existing programming so be careful not to wipe out a model you have already set up.
- Press the "DATA" + or - buttons to select the slave model you wish to copy to.
- Once the slave model is selected, press the "DATA" + and - buttons at the same time to complete the copy procedure.
- If properly done you will hear two "beeps".
- Note: If you do not hear the double beep then try again.
- Press the "FUNC" button to scroll to the next menu.

#### D) Model Reset



- After entering the main edit mode press the "FUNC" button to scroll to the model reset menu.
- To reset the model you are programming, press the "DATA" + and - buttons at the same time to complete the reset procedure.
- If properly done you will hear two "beeps".
- Note: If you do not hear the double beep then try again.
- Be aware that all the setting will be reset to factory default so anything previously set will be lost.
- Press the "FUNC" button to scroll to the next menu.

#### E) Servo Reversing



- After entering the main edit mode press the "FUNC" button to scroll to the servo reversing menu.
- Press the "SEL" button to move the cursor to select ST for steering, THRO for throttle or AUX for the third auxiliary channel.
- Once the proper channel is selected, press the "DATA" + and - buttons at the same time to reverse the servo.
- If properly done you will hear one "beep" and the solid square icon will move from "NOR" (Normal) to "REV" (Reverse) or vice versa.
- Press the "FUNC" button to scroll to the next menu.

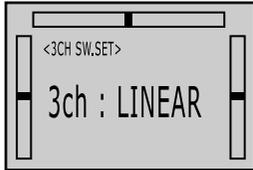
#### F) Timer



- After entering the main edit mode press the "FUNC" button to scroll to the timer menu.
- Press the "SEL" button to move the cursor to select minutes or seconds.
- Press the "DATA" + or - buttons to select the time you wish to count down to, with a max of 59:59 or set it to 00:00 to count up.
- To activate the timer when using the radio, push the "SEL" button.
- To pause the timer, push the "SEL" button again, and then push it again to restart.
- To cancel the timer, push the "FUNC" button.
- To reset the total time on the timer, push the "DATA" + and - buttons at the same time.
- Note: The number that appears in the same place where the timer is displayed is the total time in hours and minutes that the transmitter has on since it was last reset.

- Tip: Reset the total time timer when you recharge or replace your batteries so you can estimate how much run time they will have left.
- Press the "FUNC" button to scroll to the next menu.

### G) 3rd Channel Switch Select



- After entering the main edit mode press the "FUNC" button to scroll to the 3rd channel switch select menu.
- Push the "DATA" + and - buttons to select either "Linear" or "Shift".
- Linear is activated via the trim tab on the right side of the steering column and can be moved to any position you select. This is typically used for mixture control in nitro boats, but you can use it for anything else you can think of too.
- Shift is activated by the momentary button located to the lower left of the steering wheel. This is used to shift vehicles such as the T-Maxx® or similar type products.
- Tip: Use the knuckle of your left thumb to push the button to shift. When the button is pushed the AUX servo will travel to one end, then when it is pushed again, it will travel to the other end. Each end point can be set in the EPA screen in the programming mode for fine tuning.
- Press the "FUNC" button to scroll to the next menu

### H) Exit

- Once you have set all the parameters in this menu you can exit by simply turning the radio off, and then back on again to operate.
- If there is still more programming needed push the "FUNC" button to scroll through the menu again.
- Scrolling is only in one direction so if you miss a screen just go around until you get back to the screen you want.

## 7. Programming mode

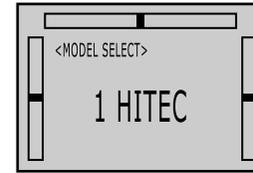
The programming menu allows you to change from one model memory to another and adjust the settings required to set up your vehicle. The programming mode screens will appear in the following order:

1. Model select
2. Sub-Trims
3. EPA
4. Exponential
5. ABS
6. Mixing

### Programming

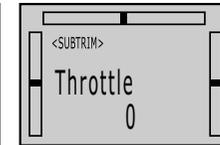
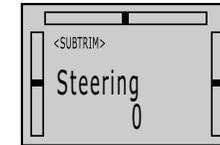
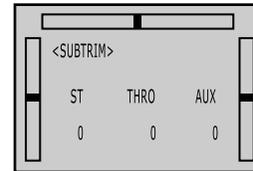
- Access the menu by holding the "FUNC" (function) button down while the transmitter is already on.

### A) Model Select



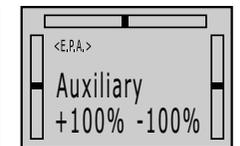
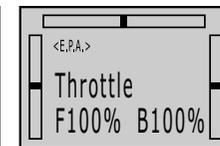
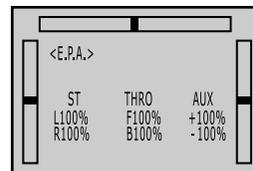
- Press the "DATA" + or - buttons to select the model to be used. (1-20)
- Note: Be aware that if you wish to name or re-name a model, you will need to select the model, exit the menu or turn the radio off, and then follow the model naming instructions in the main edit mode.
- Press the "FUNC" button to scroll to the next menu.

### B) Sub-Trims



- After entering the programming mode press the "FUNC" button to scroll to the sub-trim menu.
- The current settings will show on this menu, if you wish to change them press the "SEL" button.
- "Steering" will appear first. Use the "DATA" + and - buttons to adjust the sub-trims right and left.
- Press the "SEL" button to access the throttle sub-trim and adjust with the "DATA" + or - buttons.
- Press the "SEL" button to access the auxiliary 3rd channel sub-trim and adjust with the "DATA" + or - buttons.
- Press the "SEL" button to loop back to the main sub-trim menu.
- Note: The main sub-trim menu will now show all the new settings.
- Note: Push the "DATA" + & - buttons at the same time to reset to factory default.
- Press the "FUNC" button to scroll to the next menu.

### C) EPA (End Point Adjustment)



- After entering the programming mode press the "FUNC" button to scroll to the EPA menu.
- The current settings will show on this menu, if you wish to change them press the "SEL" button.
- "Steering" will appear first. Use the "DATA" + button to adjust the EPA setting higher or the - button to adjust it lower.
- Note: leaving the steering wheel in the center will adjust both Left and Right at the same time. TO ADJUST EACH SIDE INDIVIDUALLY move the wheel in the direction you wish to set.
- Tip: Always max out the dual rate dial to 125% before setting your individual end points for maximum travel.
- Tip: When setting the EPA, turn and hold the steering wheel to the end then increase or decrease the EPA so that the servo moves the wheels on the car to their maximum travel without binding.

- Press the "SEL" button to get to the throttle EPA screen, adjust it with the "DATA" + or - buttons the same way as the steering. To adjust the high throttle setting, pull and hold the trigger back. To adjust the brake EPA push and hold the trigger forward.

- Note: The ATL switch on the handle under the D/R dial will make the same adjustment as the brake EPA.

- Tip: The ATL can be adjusted while driving, for fine tuning the braking power of the vehicle. The current setting will be displayed on the primary screen.

- Press the "SEL" button to adjust the auxiliary 3rd channel EPA with the "DATA" + or - buttons.

- Note: If "SHIFT" was selected for this model, you will need to push the shift button to set each side of the travel.

- Note: If "LINEAR" was selected for this model, you will need to move the AUX digital trim tab on the right side of the steering column to the "side" you wish to set. Leaving the trim centered will adjust both sides at once.

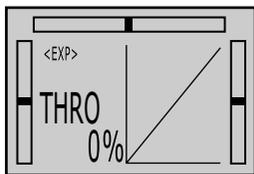
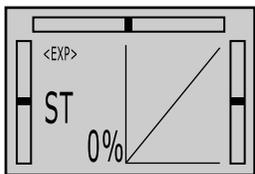
- Press the "SEL" button to loop back to the main EPA menu.

- Note: The main EPA menu will now show all the new settings.

- Note: Push the "DATA" + & - buttons at the same time to reset to factory default(100%).

- Press the "FUNC" button to scroll to the next menu.

## D) Exponential



- After entering the programming mode press the "FUNC" button to scroll to the exponential menu.

- To set the exponential press the "SEL" button to select steering or throttle.

Next, press the "DATA" + button for positive expo or the - button for negative expo.

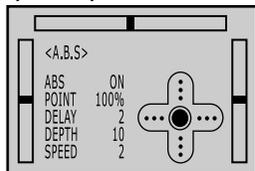
- Note: The graph depicts the travel curve for one side of the servo travel.

- Note: Push the "DATA" + & - buttons at the same time to reset to factory default(0%).

- Tip: Negative steering exponential will make the vehicle less sensitive to small inputs and positive expo will make the vehicle more sensitive. Typically you will only use negative expo for steering but you should experiment with this setting to see what suits your driving style the best. A good place to start is around -30%.

- Tip: For the throttle, use negative expo to broaden the power band and positive expo to increase the "punch". Typically you will use negative expo with a modified electric, nitro vehicles, in situations where the traction is low. Use positive expo with a stock electric motor vehicles or when the traction is high.

## E) ABS (Anti-Lock Braking)



- After entering the programming mode press the "FUNC" button to scroll to the ABS menu.

- Press the "DATA" + or - buttons to turn the ABS feature on or off.

- Once the ABS is selected to "on" press the "SEL" button to scroll down to the "point" setting; this sets the position where the ABS engages in the brake travel.

- To set this you will need to push the brake lever to the desired position and press the "DATA" + & - buttons at the same time. If done correctly the percentage on the screen will show the new position. If it is not at the desired position repeat the last step.

- Press the "SEL" button to scroll down to set the "delay". This is the time it takes for the ABS to engage.

- Press the "DATA" button to adjust the setting. The lower the number, the shorter the delay.

- Press the "SEL" button to scroll down to set the "depth". This is the amount of travel the servo will move during the pulsing.

- Press the "DATA" button to adjust the setting. The lower the number, the tighter the pulsing movement.

- Press the "SEL" button to scroll down to set the "speed". This is the rate at which the servo pulses back and forth.

- Press the "DATA" button to adjust the setting. The lower the number, the faster the pulsing.

- Note: Typically the ABS function is only used in nitro or gas powered vehicles. To fine tune the braking of an electric vehicle use the ATL switch.

- Tip: After extensive testing the Hitec racing team has found these ABS settings work in almost all applications:

- Point: 50% -75%

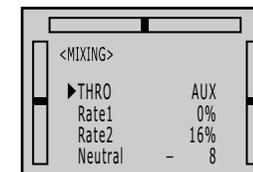
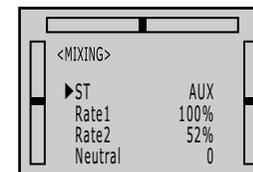
- Delay: 0-2

- Depth: 3-5

- Speed: 2-5

- Press the "FUNC" button to scroll to the next menu.

## F) Mixing



- After entering the programming mode press the "FUNC" button to scroll to the mixing menu.

- To use this feature, select "Linear" control for the 3rd channel. If "Shift" is selected it will not work.

- Press the "DATA" + & - buttons at the same time to activate or disable the mixing function.

- Press the "DATA" + or - buttons to select "ST" (Steering) or "THRO" (Throttle) as the master.

- Press the "SEL" button to scroll down to the "Rate1" setting and use the DATA +/- buttons to adjust.

If "ST" was selected then this screen allows you to set the amount of mixing to the AUX servo for a left turn. To set the amount of mixing for the right turn (Rate2) turn the steering wheel to the right.

- If "THRO" was selected then "Rate1" is throttle and "Rate2" is braking. You will have to push the brake trigger forward to set "Rate2" and use the DATA +/- buttons to adjust.

- Press the "SEL" button to scroll down to the "neutral" setting. This allows you to reset the center position of the AUX servo if needed. To reset this position, move the controls so that the AUX servo is in the new desired neutral position and push the "DATA" + & - buttons at the same time.

- Note: The trim does not link to the AUX servo so you will need to use the "neutral" feature to fine tune the servo as needed to match the master.

# 3CHANNEL COMPUTER RADIO CONTROL SYSTEM AGGRESSOR CRX

## 8. Troubleshooting Guide

**Question: I installed the batteries in my transmitter, but the power lights do not come on:**

**Answer:**

- Check that the batteries are properly installed by checking the polarity (+ and -).

**Question: My radio has power, but I have no control:**

**Answers:**

- Check to be sure the power switch is on and connected to the receiver.
- Make sure the batteries are charged (Replace or recharge if needed.)
- Make sure you are using the proper crystals.

**Question: My vehicle is glitching, or the servos and/or speed control is acting erratically:**

**Answers:**

- Check that there are no radios operating on your channel.
- Make sure your electric motor has capacitors and the commutator is clean and brushes are not worn out. Replace if needed.
- Check for loose screws as metal-to-metal contact can cause interference.
- Make sure your receiver antenna has not been damaged or cut.
- Make sure the power wires are at least 2" away from the receiver.
- Replace the crystals if needed.
- If all fails, send the system in to be serviced, as there may be internal damage.

## 9. Warnings

- Never operate your car or truck in a crowded street with traffic.
- Always extend your transmitter antenna when in operation.
- Always check the battery power indicator before use.
- Do not operate two or more models on the same frequency at the same time.
- Do not operate your model in the rain or run through standing water.
- Do not operate your model within one mile of a radio control racetrack.
- Do not operate your model while under the influence of drugs or alcohol.
- Always turn on your transmitter first and then the receiver to prevent loss of control.
- When collapsing your antenna, never push it from the top or it may bend.

## 10. Racers Tips

- Slower is faster, Do not overdrive your car. A cleaner line around the track is faster than more top speed. Don't overshoot the corners.
- Reduce your steering dual rate if your car is over-steering or "Loose", and increase the rate if your car is under-steering or "Pushing."
- Add more drag brake (see Steering and Throttle trims) if your vehicle is "Pushing" into the corners. Move the trim the other direction so your car creeps forward slightly when the throttle is at neutral if your car is "Loose" when entering the corners.
- Don't crash! It's better to take a more conservative line than flip over and have to have a turn marshal turn you back over.
- The most important thing to remember is to have fun!

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