

# OS3 HO Lite Instructions

## Safety Precautions

### Operating Voltage

The controller can operate safely up to 24V, probably higher but it is designed to be run from 12 - 20VDC. Outside this voltage range the sensitivity range may no longer be compatible with the car.

### Wire Life

When storing your controller do NOT wrap the controller wire up and around the handle. It is recommended to leave the wires loose or wrapped in a rubber band like when new in the package. Repeated sharp bends of the wire right at the bottom of the handle will shorten the life of the wires. They will start breaking under the insulation causing them to require replacement. Also be careful if you reassemble your controller. Do NOT pinch the trigger wire or the three main controller wires in the handle. One bad pinch can cause a pressure point where a failure can start to occur.

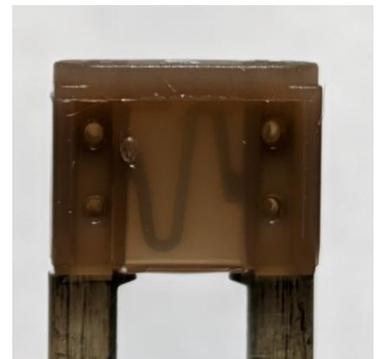
## Maintenance

### Cleaning the wiper board

The wiper board should be kept clean of dust and dirt. It usually requires nothing more than a wipe with your finger. It is not necessary to oil the board. The oil will attract dirt and can cause a gritty feel, like rubbing sandpaper. The best lube I have found for the wiper board is the oil off your nose. It really does work. Wipe your finger down the front of your nose and then wipe the board. It's all the lube you need.

### Checking the Fuse

If the fuse blows the car will not move at all under any trigger or switch position. To verify the fuse hold it up to a light and look through the plastic for the piece of metal shaped like a sine wave. If the metal is missing replace the fuse with another 5A Mini ATC (Brown) fuse. ALL OS3 Pro Series controllers use 5-amp fuses. Selecting a lower amp fuse may cause the fuse to prematurely blow. Selecting a higher amp fuse may not protect the controller when running on a power supply of 10 amps or less.



# Controller Setup

## Basic Hookup

ALL OS3 Pro Series electronic controllers are designed to run on Positive tracks. Positive tracks have the White wire connected to the positive post of the Power Source and the Red wire connected to the negative post. The Black wire goes to the track to supply a variable positive voltage to one rail of the track with the other rail being connected to the negative post. Only the Black and White wires are required to power a car. In two wire operation all functions except BRAKES will work. Reversing the two wires will cause the cars to go full speed all the time. If your controller is not operating as expected after hookup, ensure all the wires have their colored boots matched to the same color posts of the track. If they were hooked up wrong check the fuse (See Maintenance Section) and test the operation again. If all the wires are hooked up correctly and the controller is still not operating correctly (Usually cars going full speed without control) your track is probably wired negatively.



## Setting the Sensitivity

Sensitivity determines how fast the car goes when first pulling the trigger. Rotating the BLUE SENS knob CCW slows the car's starting speed. Rotating CW increases the starting speed.

## Setting the Brakes

Brakes use the car's momentum to send power to a short circuit which opposes the cars momentum and slows it down. Brakes are active when the Red wire is connected to the track and the trigger is fully released and touching the Resting Post. Leave the Red wire off to disable Brakes. Brakes are either Full On or Full Off. There is no adjustment for the Brakes.