



Remote Control Systems INSTALLATION KITS

PO BOX 1118 BAYSWATER, VIC 3153, AUSTRALIA
 PHONE: INTERNATIONAL ++614 2902 9083
 AUSTRALIA (04) 2902 9083 VOIP via Engin®
 Web: <http://www.rcs-rc.com> Email: rcs@rcs-rc.com

RCS # BIK-U3/6. DIY BATTERY INSTALLATION KIT



The RCS # **BIK-U3/6v2** R/C battery installation kit is either 3 amp or 6 amp and comprises the following components:

- 1 x PCB with pre-mounted DPDT switch, 2 x Polyswitch® 3 amp auto reset fuse and screw terminals.
- 1 x Pre-wired DC co-axial jacks (socket).

By adding a pre-wired **IL-JACK-2.5** you can have jacks at both ends of a loco. This will permit the loco to be run rear forwards and still have an **AUX-BAT** plugged in.

The wire supplied will handle 6 amps up to 12". For longer lengths between the PCB and jack remove the supplied wire and substitute with suitable 20 gauge multi strand wire.



USING THE BIK-U3/6v2 KITS.

This kit will simplify the installation of battery R/C throttles.

It can be used with any brand of R/C or battery type.

The screw terminals can accept an RCS battery or use # 28 gauge Red/Black cable to wire in your own battery.

You **MUST** use our supplied # **IL-JACK-2.5** cable and leads as shown in the General Overview.

The circuit is designed to allow the 2.5mm jack to accept any of the RCS chargers or the plug in # **AUX-BAT**.

You will need a small soldering iron, resin core solder and some heatshrink tubing to insulate the wire joints.

ASSEMBLING THE LOOM FOR DOUBLE ENDED JACKS USING AN EXTRA # IL-JACK-2.5.

Shorten the Red/Black/Grey wires roughly to length.

We braided the three wires on each jack like plaits to keep the loom neat.

Cut a short length of heatshrink tubing (not supplied) and slide over one black wire. Solder the **black** wire from one jack to the **grey** (or white) wire from the other jack. See diagram on page # 3. Slide the heatshrink tubing back over joint and apply heat to shrink it.

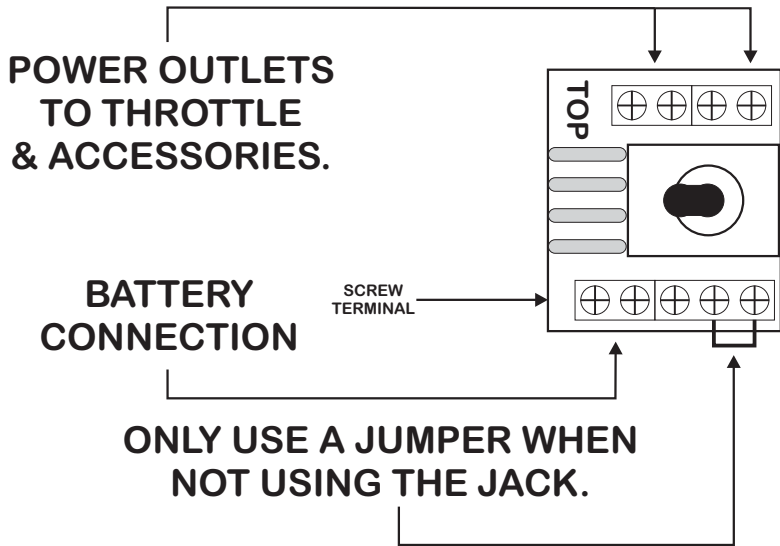
BE VERY CAREFUL CONNECTING THE WIRES TO THE SWITCH ASSEMBLY. IF YOU GET IT WRONG THE BATTERY MAY SHORT OUT AND DAMAGE THE WIRING.

For single jack installation we suggest the jack (socket) is mounted on the rear of the loco.

Only mount the parts when the loom is finally made up.

CAUTION!!!! WE DO NOT RECOMMEND USING THE METAL JACKS ON BRASS LOCOS UNLESS THE JACK IS PROPERLY INSULATED. IN MANY INSTANCES BRASS LOCOS HAVE A POTENTIAL ON THE BODY WHICH MAY CAUSE A SHORT. CONTACT RCS FOR ADVICE.

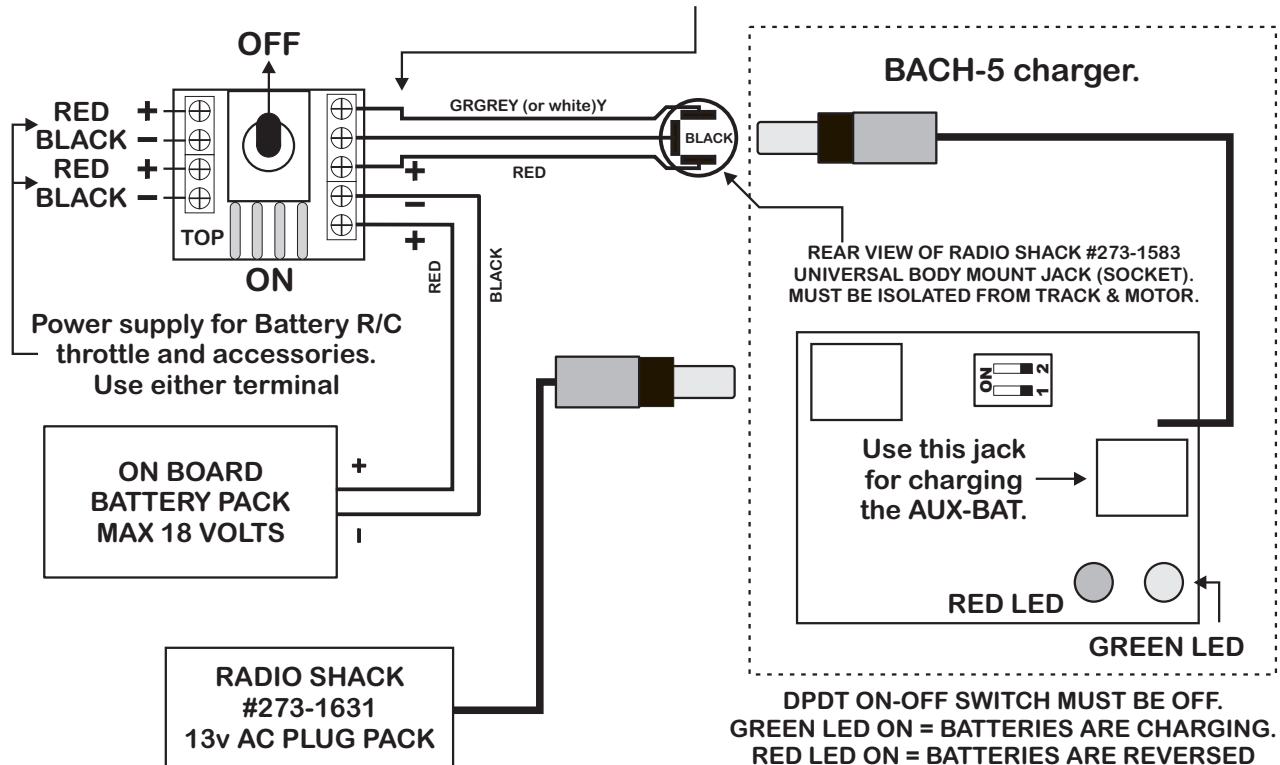
GENERAL OVERVIEW.



CAUTION!!! Only plug the charger in when the switch is in the OFF Position.

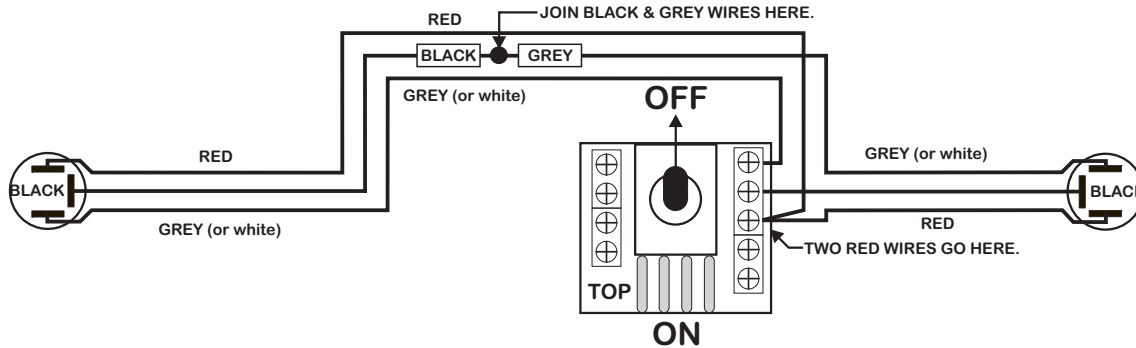
TYPICAL INSTALLATION OF SINGLE JACK WITH CHARGER

PAY PARTICULAR ATTENTION TO THE JACK WIRING.
IF NOT WIRED CORRECTLY IT IS POSSIBLE TO SHORT OUT THE BATTERY.



WIRING DOUBLE JACKS FOR DIESELS

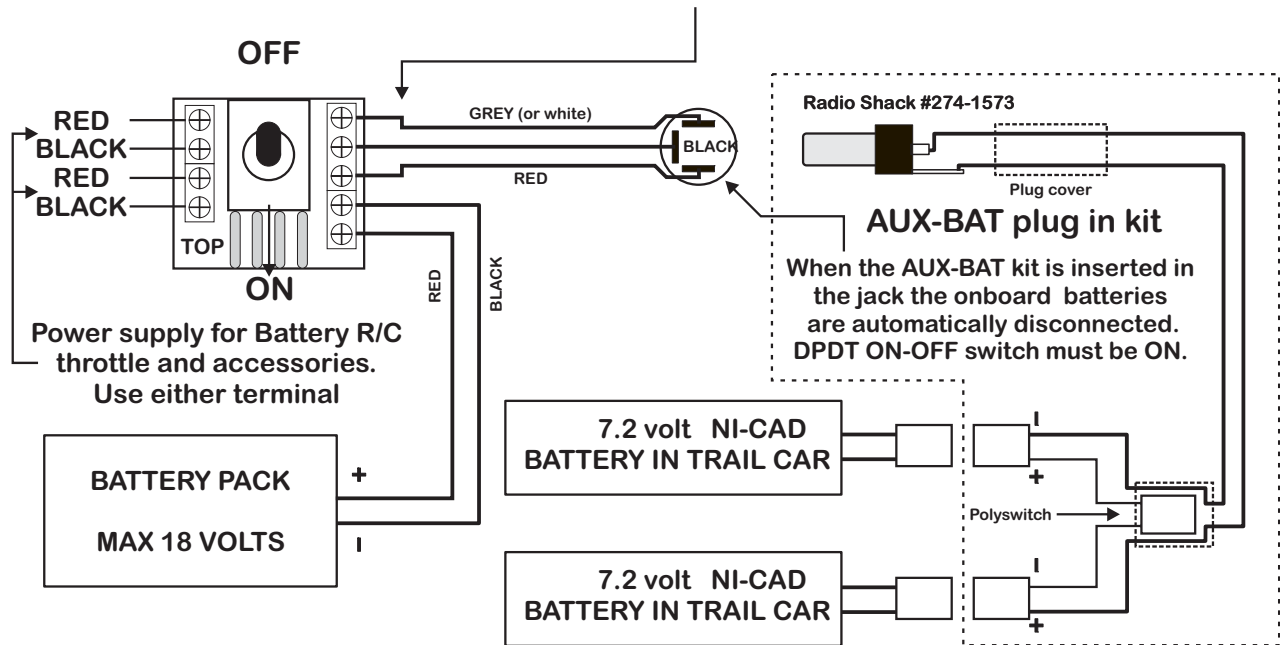
PAY PARTICULAR ATTENTION TO THE JACK WIRING.
IF NOT WIRED CORRECTLY IT IS POSSIBLE TO SHORT OUT THE BATTERY.



ONLY USE ONE JACK AT A TIME DURING OPERATION.

TYPICAL INSTALLATION WITH # AUX-BAT

PAY PARTICULAR ATTENTION TO THE JACK WIRING.
IF NOT WIRED CORRECTLY IT IS POSSIBLE TO SHORT OUT THE BATTERY.



WIRING DOUBLE BATTERY PACKS.

PAY PARTICULAR ATTENTION TO THE JACK WIRING.
IF NOT WIRED CORRECTLY IT IS POSSIBLE TO SHORT OUT THE BATTERIES.
THIS METHOD WILL ALLOW 2 SETS OF 2 X TWIN STICK TO BE GANGED
TOGETHER SO THAT YOU HAVE 2 X 14.4 VOLTS WITH A DPDT SWITCH TO
SELECT WHICH BANK TO OPERATE FROM.

