

**Model# Super Mcd466 & Mcd464**  
**5 Amp ON BOARD GLOW BATTERY SYSTEM**  
Small, Compact, Light weight 3.5oz Completely Self Contained.

**FEATURES:**

5000ma/hr NiMH battery inside  
AC Battery Charger (with Mcd466 only)  
Optic Coupler, (no RFI)  
AM-FM-PCM Compatible  
Universal Radio Connector installed  
Adjustable On/Set Point  
Signal Reversing Switch  
Remote L.E.D. Indicator

This is a complete On Board glow battery system for Single cylinder model engines. It can be switched on and off from the transmitter using a "Y" cord on the throttle channel or by using any available switched channel i.e. retracts. A Dean's external charge jack allows overnight charging or Field charging without removing the wings.

**RECOMMENDED CHARGE RATES:**

Overnight . . . . . 300 - 400 ma/hr for 13 hrs.

**DO NOT TURN GLOW DRIVER ON WHILE CHARGING. You WILL damage the unit.**

**BOOST:**

Use 1.2 Volt 5000ma/hr cell or Higher only. **NO POWER PANELS. THIS WILL DESTROY THE UNIT.**

**SET UP & OPERATION:** Using the throttle channel with a "Y" cord for on/off Control.

1. The glow plug connector will not be needed for set up.
2. Plug the "Y" cord into the throttle channel. Then plug the throttle servo into one side of the "Y" cord and plug the glow driver into the other side of the "Y" cord.
3. Turn the radio TX and Rx on making sure all servos operate normally. (No glitches or jitters).
4. Set the throttle stick on TX to approximately 1/4 throttle and the trim control to neutral or centered.
5. While observing the remote L.E.D. adjust the yellow variable control (visible through the round hole in driver box) until the L.E.D. just goes out.
6. Now decrease the throttle stick on the TX a few "clicks". The L.E.D. should come back on. If it does not come on, move the signal reversing switch (the other hole in top-center of driver box) to the opposite end. Then repeat steps 5 and 6 above.

**PLUG CHECK:** (using a spare glow plug)

Install a spare glow plug into the plug connector. Turn on the TX and RX again observing that all servos are working normally. Touch the glow plug to the side of the engine\*\*. If the L.E.D. is on, the glow plug should be glowing. If it is, move the throttle stick up past the 1/4 throttle position observing the L.E.D. and glow plug. Both should go out as you pass the "on" point set earlier.

**\*\*NOTE:** If your engine head is painted, select a bare metal spot to make a good Connection for the plug.

**MAKE SURE TO RANGE CHECK YOUR RADIO, PRIOR TO FLYING. IF YOU EXPERIENCE ADVERSE OPERATION, DO NOT FLY. FIND AND CORRECT THE PROBLEM BEFORE FLYING.**

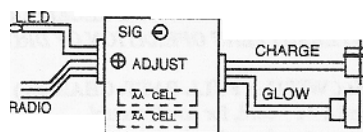
NOTE: We use 20 ga. PVC wire on ALL battery leads, 20 or 22 ga. wire on charge jack leads and 20 ga. TEFLON glow plug wiring. Teflon will not melt if it touches the head of a hot engine. The Teflon wire is SILVER PLATED and will carry the current necessary to light the glow plugs very well. Do not splice this wire with any other types of wire.

**DO NOT EXTEND THE PLUG WIRES OVER 18" FROM DRIVER. THIS WILL CAUSE POWER LOSS TO THE GLOW PLUG.**

Note: The L.E.D. does NOT indicate that the glow plug is lit, only that the radio **is CONTROLLING** the on/off function of the battery. Use a spare plug against the side of the cylinder head for visual confirmation of lit Glow Plug.

**WARNING:** This product contains a chemical known to the State of California that may cause cancer, birth defects, or other reproductive harm.

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