

GP700 Head Lock Gyro Instruction Manual

Features

- Utilizes Silicon Micro Machines (SMM) sensor with excellent stability to dramatically reduce in-flight tail drifts.
- Utilizes AHTCS (Active Helicopter Tail Control System) to compensate any drift caused by wind direction and force, as well as unintended yaw induced by helicopter itself during flight maneuvers.
- Tailor made specifically for use with high speed digital rudder servos. This gyro features high sensitivity and minimal reaction time, fully utilizing the potential of modern high speed digital rudder servos.
- Features 1520 μs pulse wide and 760 μs narrow pulse wide frame rate.
- Digital/Analog servo switchable.
- Reverse switch.
- Rudder servo travel limit adjustment (ATV).
- Delay adjustment.
- Gyro locking mode and gain can be adjusted remotely from the transmitter.

Specifications

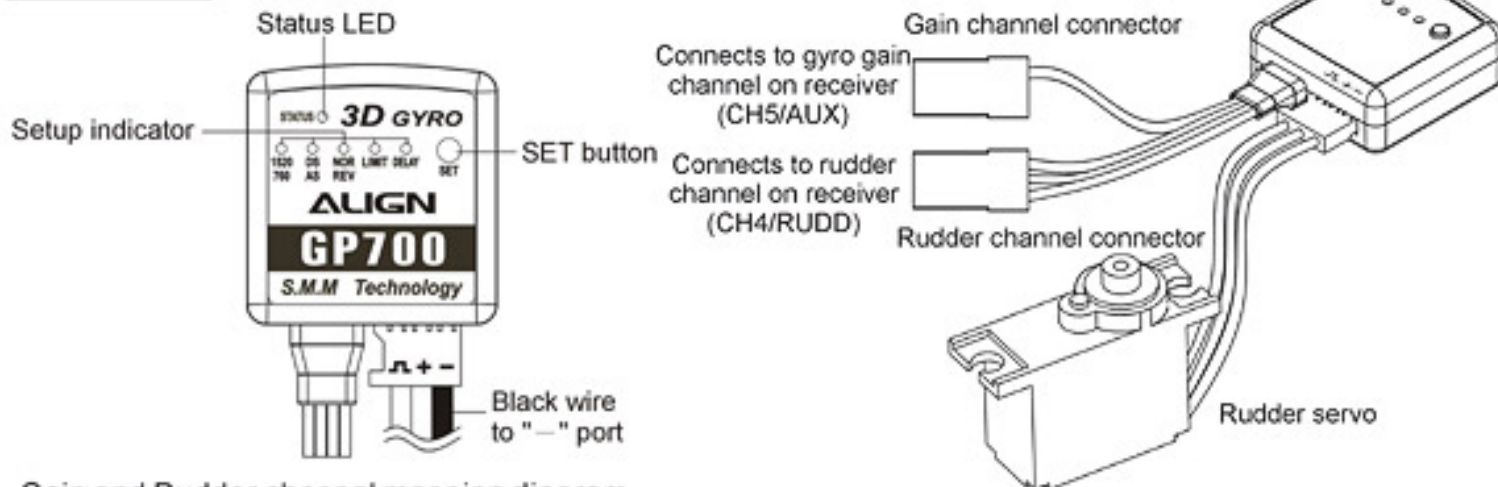
Gyro :

- Operating Voltage : DC 4.5~7V
- Current Consumption : <80mA @ 4.8V
- Angular Detection Speed : ± 500 degrees/sec
- Operating Temperature : 0°C~65°C
- Operating Humidity : 0%~95%
- Size : 26x25x9.8mm
- Weight : 10g
- RoHS compliant

DS620 Digital Servo :

- Speed : 0.09sec /60 degrees(4.8V)
0.07sec /60 degrees(6.0V)
- Torque : 8kg.cm (4.8V)
10kg.cm (6.0V)
- Dimension : 40.3 x 20.1 x 36mm
- Weight: 52.2g(Servo horn not included)

Illustration

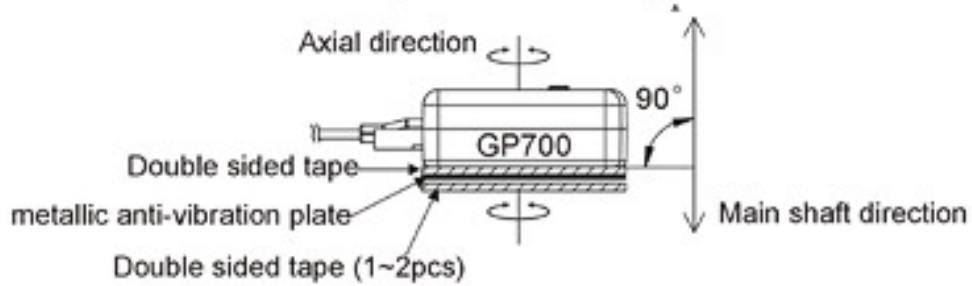


Gain and Rudder channel mapping diagram

Transmitter type	Rudder channel on Receiver	Gain channel on Receiver
JR PPM/SPCM	"RUDD"	"AUX 2" or "AUX 3"
Hitec \ Futaba PPM/PCM	"CH4"(RUD)	"CH5"
JR ZPCM	"RUDD"	"AUX 2"

Gyro Installation

1. Mount the gyro body on a rigid platform of the heli using the included double sided tape and metallic anti-vibration plate as shown in photo below. The ideal mounting area should have good ventilation and away from heat sources.



2. To avoid drift induced by erroneous yaw detection, the bottom surface of gyro must be perpendicular (90 degrees) relative to the main shaft.
3. For installation on electric powered helicopters, the gyro should be installed as far away from the electronic speed controller (ESC) as possible to avoid interference (minimum 5cm).

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