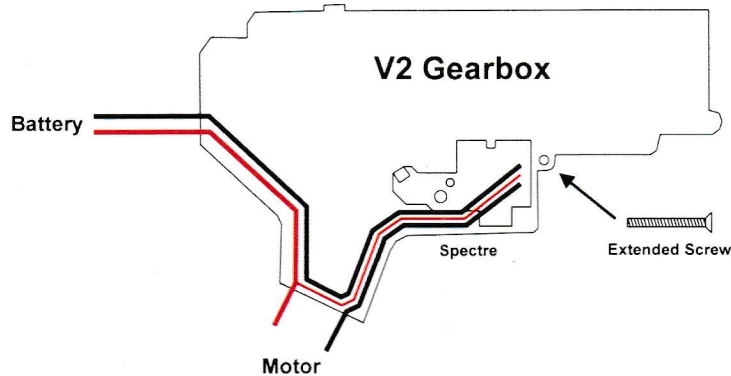


Spectre (V2 GB) Installation



SPECTRE INSTALLATION:

- 1) Open the gearbox and remove the stock wiring harness, cutoff lever, and safety lever.
- 2) Install the Spectre FET into the gearbox and screw it down tightly. Do not use the cutoff lever screw to secure the board as it will interfere with the sector gear.
- 3) For proper cycle detection, shim the sector gear as close as possible to the cycle detection switch underneath it, and make sure the sector gear does not grind against the switch's solder joints (too close).
Be sure to shim BOTH sides of the sector gear otherwise it might slide away from the switch and cause misreads.
- 4) Apply grease to the sector gear's cutoff cam to prevent wear on the cycle detection switch.
- 5) Route the power and motor wires through the gearbox as shown in the above diagram. Note that the motor wires coming out of the gearbox are now REVERSED so the motor in the grip will need to be reversed too.
- 6) Close the gearbox and use the extended screw where shown on the above diagram. The tip of the screw should stick out 1-2mm on the other side of gearbox, this prevents the selector plate from slipping off the gearbox.

SELECTOR PLATE:

- 1) A full length selector plate with the metal contact is required in order to activate the fire select switches.
If the selector switches are not activated the FET will assume SAFE is selected and not respond to trigger pulls.
- 2) If the selector plate is too loose or thin to press the selector switches, wrap the selector plate's contact in a few layers of tape to increase its thickness until it can press the switches.
Do not use more tape than needed or it may snag on the selector switches and damage them.

OPTIONAL:

- The anti-reversal latch can be removed, but may require the motor braking setting to be enabled to prevent gear reversal noises. Also precocking will no longer be possible and therefore need to be kept disabled.
- Compatible with the AS ammo-sensor hopup and bolt catch mod by simply connecting them to the white connector near the edge of the FET board. Whenever the battery is reconnected, at least one shot needs to be cycled through the ammo-sensor hopup to activate the FET's empty-mag cut-off function.

Programming & AEG Stats

WIRELESS PROGRAMMING:

- 1) Requires a smartphone or tablet which meets the following specs:
 - ↳ iPhone: **4S or newer models** running at least **iOS 7.0**
 - ↳ Android: Any with **Bluetooth 4.0 or above** and running at least **Android 4.3**
- 2) Search the App Store for "AEG Stats" by BlackTalon Concepts. Install and open the app.
- 3) To scan for and connect to the FET, hold the smartphone or tablet right next to the AEG's motor/grip where the bluetooth signal will be strongest.
Note: The FET disables its Bluetooth radio after 10 minutes of inactivity to save power, and will not be scannable in this state. To re-enable the FET's Bluetooth simply fire a shot or reconnect the battery.
- 4) Once connected you can view the stats of the AEG and program the FET. Any term in blue text can be tapped on to display additional information.

TRIGGER-INPUT PROGRAMMING:

If wireless programming is unavailable the FET can be programmed by trigger inputs instead. This method is deprecated and difficult to perform therefore the guide for this is available separately on the BTC website.

Troubleshooting

Problem	Checklist
No response on trigger pull AND no motor buzz.	<p>Battery may be completely drained.</p> <ul style="list-style-type: none"> Try recharging or replacing the battery. <p>Selector plate not fully pressing down the fire select switches.</p> <ul style="list-style-type: none"> Try manually holding down the switch for SEMI and pull the trigger. If the gearbox cycles then refer to the installation section on how to correct the selector plate. <p>Possible short circuit in the wiring.</p> <ul style="list-style-type: none"> Try running the motor with the FET and wiring entirely outside the gearbox. Do this by manually holding down the selector switches and tapping the trigger switch. If the motor now runs then check for any tears in the wiring and insulate any that are found.
Only fires full auto AND continues firing for 0.5s after trigger is released.	<p>Sector gear not engaging the cycle detection switch.</p> <ul style="list-style-type: none"> Shim the sector gear closer to the switch. Make sure to shim both sides of the sector gear so it does not slide away from the switch.
Wrong firing mode on one or more selector positions.	<p>Wrong fire modes selected during programming mode.</p> <ul style="list-style-type: none"> Recheck the programmed settings using the app. <p>Selector plate not fully pressing down the fire select switches.</p> <ul style="list-style-type: none"> Try manually holding down the selector switches and pull the trigger. If the fire modes are correct then refer to the installation section on how to correct the selector plate.
Semi fire always cycles twice.	<p>If precock is ON: precock timing is set too high for your setup.</p> <ul style="list-style-type: none"> Lower the timing setting in programming mode. <p>If precock is OFF: the motor is taking too long to fully stop.</p> <ul style="list-style-type: none"> Try enabling or increasing the motor braking setting in programming mode. <p>If braking is already ON: the motor is in need of maintenance or replacement.</p> <ul style="list-style-type: none"> Clean the motor's internals and replace the motor brushes if they are worn down. Replacing the motor with a more powerful one will also improve the braking function.
Stops firing and/or motor begins to buzz repeatedly.	<p>1 buzz per second: low voltage / gearbox jam / torn wiring / poor wire connection</p> <ul style="list-style-type: none"> Try recharging the battery and make sure voltage monitoring is not set too high. Make sure the gearbox is not jammed and has sufficient torque to cycle the gearbox. Check wires for any torn insulation that might be shorting against the gearbox shell. Check battery and motor connectors for any broken solder joints. <p>2 quick buzzes: digital fuse tripped by high current draw (not due to short circuit)</p> <ul style="list-style-type: none"> Make sure the gears are not shimmed too tightly and motor height is not set too high, otherwise the increased load on the motor would also increase current draw. Increase digital fuse setting or use a higher torque gearset or motor. <p>3 quick buzzes: FET has overheated</p> <ul style="list-style-type: none"> Try disabling or decreasing the motor braking setting in programming mode. <p>4 quick buzzes: sector gear not engaging the cycle detection switch</p> <ul style="list-style-type: none"> Shim the sector gear closer to the switch. Make sure to shim both sides of the sector gear so it does not slide away from the switch.

Limited Warranty

BlackTalon Concepts warrants for 3 years after purchase that its products will be free from defects in material and workmanship. BTC will repair or replace any product which is found to be defective under normal use and service, without charge. BTC's obligation to repair or replace shall be the purchaser's sole and exclusive remedy under this warranty.