



**YOUR #1 SOURCE FOR PROFESSIONAL
RACE COMMUNICATIONS... WORLDWIDE**

2-WAY EQUIPMENT INSTALLATION, OPERATION & MAINTENANCE

Congratulations! You have just purchased the finest in race communications equipment from the Leader in Professional Race Communications. Please store this manual in a safe place. It contains important information about the use of your equipment.

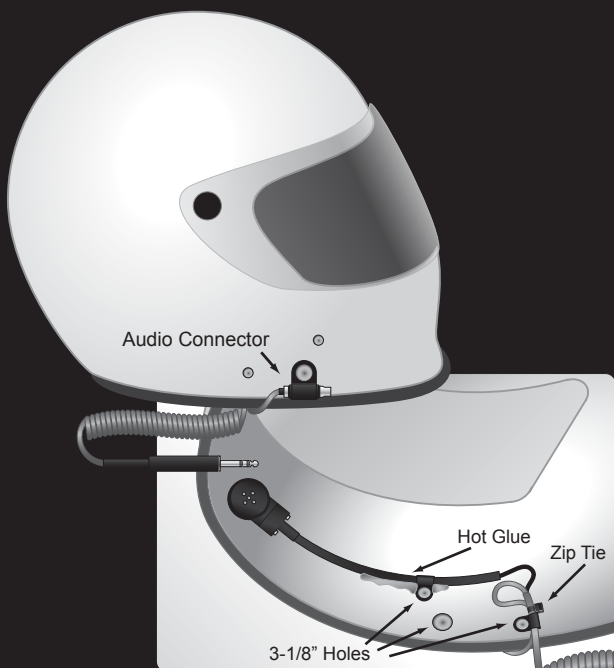
YOUR FREQUENCIES ARE:

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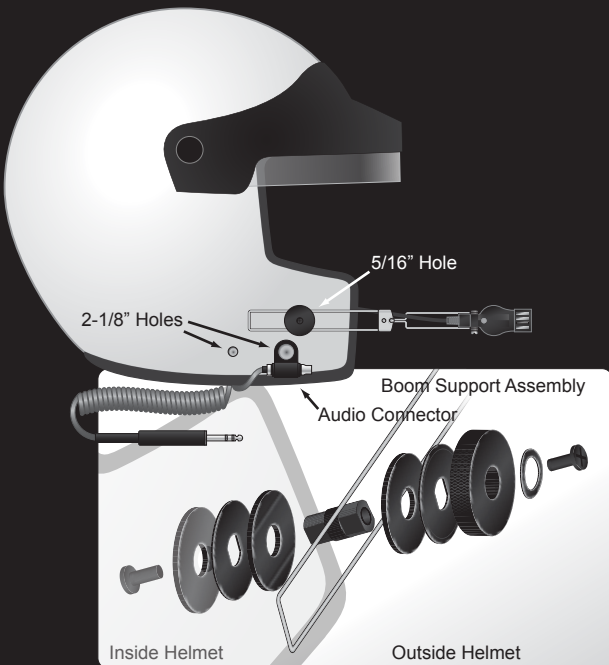
FULL FACE HELMET INSTALLATION:

- 1) Remove the helmet's inside padding on the right side.
- 2) Position the Mic-Boom so that the vents in the Mic will touch your lips, but swing away and towards the front snout of the helmet when putting it on and taking it off.
- 3) Mount RT605, RT615, RT705 and RT715 Helmet Kits by attaching the cable clamp around the middle section of the flex boom. Use a rivet to secure the clamp.
NOTE: The microphone is designed to speak into the side that has either two set screws or a mic picture.
- 4) Attach the audio connector using the large cable clamp and rivet with a star washer between the helmet and the clamp.
- 5) Tuck the lead wire from audio connector inside the helmet alongside the cable that goes to the harness. Use a cable clamp to attach both of these cables to the helmet with a rivet.
- 6) Secure the loose cables by adding a zip tie above their clamp. This will keep them from slipping when the cable is pulled from the outside.
- 7) Hot glue the flex boom arm to the fiberglass shell for extra support.
- 8) Use hot glue to reinstall the inside padding.



OPEN FACE HELMET INSTALLATION:

- 1) Remove the helmets's inside padding on the right side.
- 2) Drill a 5/16" hole in the right side of the helmet positioned so that mic will touch the driver's lips when the boom is installed.
- 3) Remove the bottom screw and first plastic washer from the Boom Support.
- 4) Insert the screw and plastic washer from the inside and attach to the boom support on the outside of the helmet. Do not fully tighten yet.
- 5) Remove the screw, knurled knob and washer. Place the boom between to two notched washers, align, reassemble and tighten both screws.
- 6) Drill two 1/8" holes in the helmet for the cable clamps.
- 7) Attach the audio connector using the large cable clamp and rivet with a star washer between the helmet and the clamp.
- 8) Tuck the lead wire from audio connector inside the helmet alongside the cable that goes to the harness. Use a cable clamp to attach both of these cables to the helmet with a rivet.
- 9) Secure the loose cables by adding a zip tie above their clamp. This will keep them from slipping when the cable is pulled from the outside.



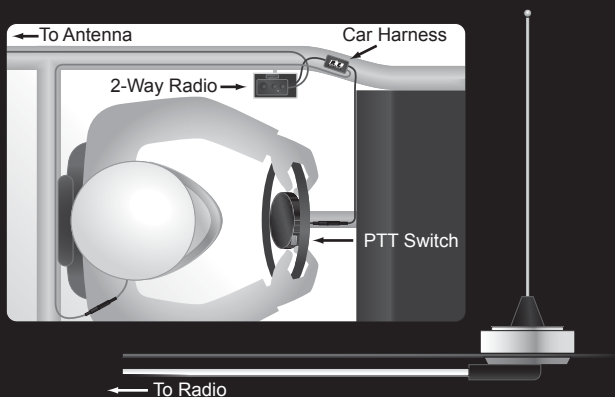
CAR INSTALLATION:

Antenna: For best performance, mount the roof-mount antenna in the center of the racecar roof. Drill a 3/4" hole in the roof of the racecar and install as shown in the diagram in your instructions. If the racecar roof is fiberglass or a non-metal composite material, we suggest first mounting an 18" x 18" metal plate or our K-67 Ground Plane Kit under the roof and mounting the antenna to the plate and roof. It is suggested that the antenna cable be tie-wrapped to the roll cage and away from any other wire or cable other than the radio harness. Periodically visually inspect the connectors for rust and continuity.

Radio: The radio must be mounted away from all power cables and power sources. Mount the radio with tie-wraps and insulate the radio from the roll bar with foam padding. Hint: Mount the radio within reach of the driver so it can be adjusted if necessary.

Cables and Harness: Be sure to route the harness away from all sources that could cause ignition interference. Install on roll bar with tie-wraps.

PTT Switch: Mount the Push-To-Talk Switch on the steering wheel and attach the coiled cord to the steering column. Check the wheel for full turn in both directions.



USE OF CREW RADIO/HEADSET:

Headset and Radio: Put the headset on so the nylon strap is on top of the head and the Boom and Mic are on the right. Plug the headset into the accessory connector on the radio.

Boom and Mic: Adjust the Boom and Mic so it is 1/4" away from your lips. If the Mic is 1" away from your lips, your voice will be cancelled along with the ambient noise. Speak directly into the Mic, but DO NOT SCREAM.

TIPS FOR THE DRIVER:

Foam Earmolds: Compress foam evenly and insert into ear. Allow the foam to expand before putting on helmet. Hint: Hook wire over your ear from front to back to keep the earpieces in your ears better.

Custom Earmolds: Lightly moisten the earmold for lubrication and they will go in the ear easier. The red earmold is for the right ear.

Mic and Helmet Kit: For the noise-cancelling Mic to be effective it must be within 1/4" of your lips. If the Mic is 1" away from your lips, your voice will be cancelled along with ambient noise. Speak directly into the Mic, but DO NOT SCREAM.

Car Antenna: We suggest using the car antenna on tracks greater than 5/8 mile. Use the rubber ducky antenna on short tracks.

Radio Adjustments: After strapping into the car, plug the helmet kit into the car harness. Turn the radio on after the earpieces are in your ears. This will prevent overpowering the earpieces which may damage the transducers and void the earpieces warranty.

TIPS FOR THE SPOTTER:

Before the race, meet with your driver and crew chief. Talk about what they each need and expect from the spotter. Remember that your primary responsibility is to be an extra set of eyes for the driver.

At many race tracks, a "SPOTTER'S STAND" may be available. If not, find a suitable location, preferably a high spot in the grandstand with visibility to as much of the track as possible.

If other spotters are around you, know who they are and what teams they are spotting for and "team up" to work together to get to the front (or stay up front).

Advise your driver of wrecks, debris, slow cars, caution flags, etc.

REMAIN CALM when you need to let your driver know of a problem on the track. Give brief clear instructions similar to these - "SPIN-BACKSTRETCH" or "WRECK-TURN 3". Then when you are sure, let the driver know where the clear path is. NEVER say caution until the caution flag is out.

Monitor race officials on a race scanner. This will often give you advance warning of a soon to happen caution, rain on the track or a condition that could give your team an advantage.

MOTOROLA RECHARGEABLE BATTERY - CARE & TIPS:

Charge your new battery overnight (14-16 hours) before using it.

New batteries can be stored up to two years without significant cycle loss.

Store new/unused batteries in a cool dry area at room temperature (72 degrees F).

Batteries, which have been in storage, should be charged overnight before use.

When using a Motorola Rapid Charger, leave the battery in the charger for an additional 1 hour after the green light appears.

Do not leave your radio and battery in the charger when not charging. Continuous charging will shorten battery life. (Don't use your charger as a radio stand).

Only charge batteries when they need it. If it isn't fully discharged, don't recharge it. (We recommend you purchase a second battery for multiple/longer duty cycle applications.)

Do not return fully charged batteries to the charger for an "Extra Boost". This action will significantly reduce cycle life.

Stabilize battery to room temperature (72 degrees F) before charging. Charging below 40 degrees F and above 104 degrees F will decrease cycle life.

For optimum battery life and operation use Motorola brand or a Motorola recommended replacement charger.

Specify Motorola brand rechargeable batteries. They were designed and precisely manufactured by Motorola engineers to ensure optimum portable radio performance.

CARE & CLEANING

Remove all equipment from the racecar after each use and clean with a damp cloth.

Do not immerse any equipment in water.

Do not wash the racecar with the car harness, PTT switch, radio or other equipment in the car.

Do not attempt to repair connectors, cables, radios, etc. as this may void your warranty. Please call us for assistance.