



Setup:

Throttle calibration should not be needed out-of-the-box. However in order to make the ESC match the throttle range of different transmitters, the calibration of the ESC is necessary:

- Mount the ESC in an area that is well ventilated and isolated from vibration and shock.
- Connect the ESC wires to the motor red-red & black-black.
- Plug the receiver wire into the throttle channel on the receiver. The black negative wire should be towards the outside of the receiver.
- Before plugging the battery into the ESC, make sure your transmitter is on and the throttle trim is set at zero.
- Plug in the battery to the ESC with the ESC switch in the OFF position.
- To calibrate the ESC, turn on the transmitter keeping throttle stick at its neutral position.
- Wait for 3 seconds to let the ESC execute self-test and automatic throttle calibration.
- When the ESC is ready to run, a long beep sound is emitted from the motor.

Do not reverse the battery wire connections! Reversing the battery polarity will permanently damage the esc.

Notes:

- Drag Brake set to 100% from the factory.
- LiPo Cut-Off is set to "ON" from the factory.

Specifications:

Input Voltage:	2-3S LiPo, 5-9 Cells NiMH/NiCd
Size:	46.5mm x 34mm x 28.5mm
Weight:	70g
Motor Limit:	12T 2S / 18T 3S
On-Resistance FET:	.002
Rated/Peak Current:	180A
Braking Current:	90A
BEC Voltage/A:	5.0V 2/0A Peak
PWM Frequency:	1KHz

Beep Sound and LED Status:

1 Short Beep:	Battery is NiMH/NiCd
2 Short Beeps:	Battery is 2S Lipo
3 Short Beeps:	Battery is 3S Lipo
1 Long Beep:	Self-test and throttle calibration is OK and ESC is ready to run



CONNECT THE BATTERY PACK JUST BEFORE DRIVING AND DISCONNECT IT IMMEDIATELY AFTER.

ALWAYS MAKE SURE YOU ARE CONNECTING THE ESC TO A PROPER POWER SOURCE THAT HAS THE CORRECT VOLTAGE & POLARITY. INCORRECT VOLTAGES OR REVERSED POLARITY WILL DAMAGE THE ESC.

ONCE THE BATTERY PACK IS CONNECTED, HANDLE THE MODEL WITH EXTREME CARE, MAKE SURE YOU ARE CLEAR OF ALL ROTATING PARTS.