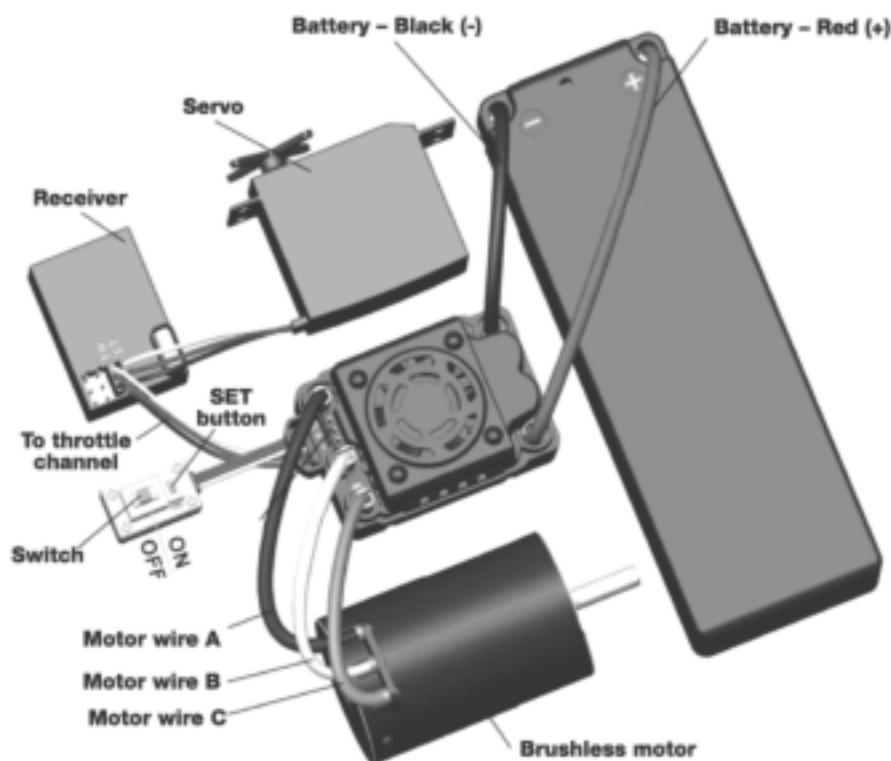


SAFETY PRECAUTIONS

This product is a sophisticated hobby product and not a toy. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this product in a safe and responsible manner could result in injury or damage to the product or property. This product is not intended to be used by children without direct adult supervision. It is essential to read and follow all instructions and warnings found in this manual prior to installation, set up, and use, in order for the product to operate properly and to avoid damage or injury.

INSTALLATION

- Mount your ESC and switch securely using high quality double-sided tape.
- Install your ESC in a position that allows easy access to all connectors.
- Plug the ESC's receiver wire into the receiver (refer to radio manufacturer's manual)
- To prevent radio interference, arrange ESC wiring so that it is not in close proximity to the receiver antenna wire.
- Connect the three motor leads exiting the ESC to the three leads exiting your motor. If the motor runs backwards when giving it forward throttle, reverse any two motor leads. The motor will now run the desired direction.
- Always power ON your transmitter before the ESC and power OFF the ESC before the transmitter.



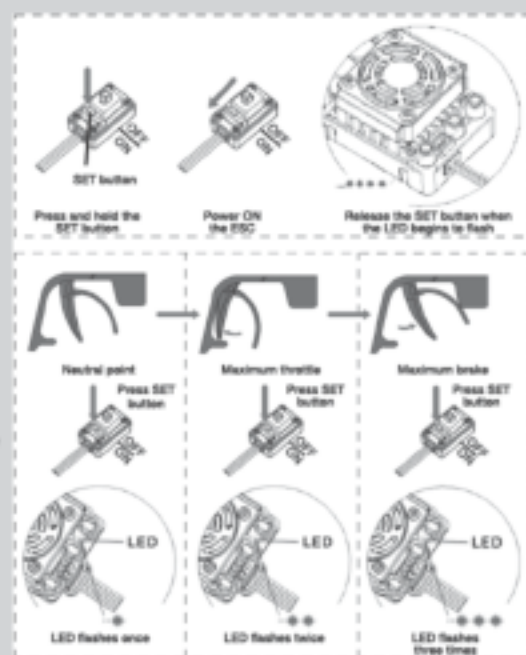
THROTTLE CALIBRATION

Each time you install a new ESC, a new transmitter, or after changing the neutral position, ATV or EPA parameters on your radio, the throttle range must be re-calibrated. The ESC will not work properly until it has been calibrated.

There are three points that need to be set – maximum throttle, maximum brake, and the neutral point. The following steps and accompanying diagram illustrate the procedure.

Note: ESCs that came installed in an RTR vehicle have already been calibrated and are ready to use.

1. Set your radio's throttle and brake EPA/ATV to 100% and your throttle trim to neutral, and then turn on your transmitter.
2. Press and hold the SET button while powering ON the ESC. When the LED begins to flash, release the SET button immediately.
3. With the throttle trigger at neutral, press the SET button to save the neutral position verified by one flash of the LED.
4. Move the throttle trigger to the full throttle position and press the SET button to save the full throttle position verified by two flashes of the LED.
5. Move the throttle trigger to the maximum brake position and press the SET button to save the maximum brake position verified by three flashes of the LED.
6. Return the throttle trigger to the neutral position. After three seconds, the ESC will automatically exit the calibration procedure and the ESC is ready to use.



Green LED = LiPo mode
Red LED = NiMH mode

CE Associated Electronics, Inc. declares that this product complies with the essential requirements and other relevant provisions of the European directive 2014/30/EU.



The crossed-out wheeled bin means that within the European Union, this product must be taken to a separate waste collection facility at the product's end of life. Do not dispose of this product as unsorted municipal waste.

FCC Note:

This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

(1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation. The manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications or change to this equipment. Such modifications or change could void the user's authority to operate the equipment.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help. To maintain compliance with FCC's RF exposure guidelines, this equipment should be installed and operated with a minimum distance of 20cm between the radiator and your body.15 Subpart B.