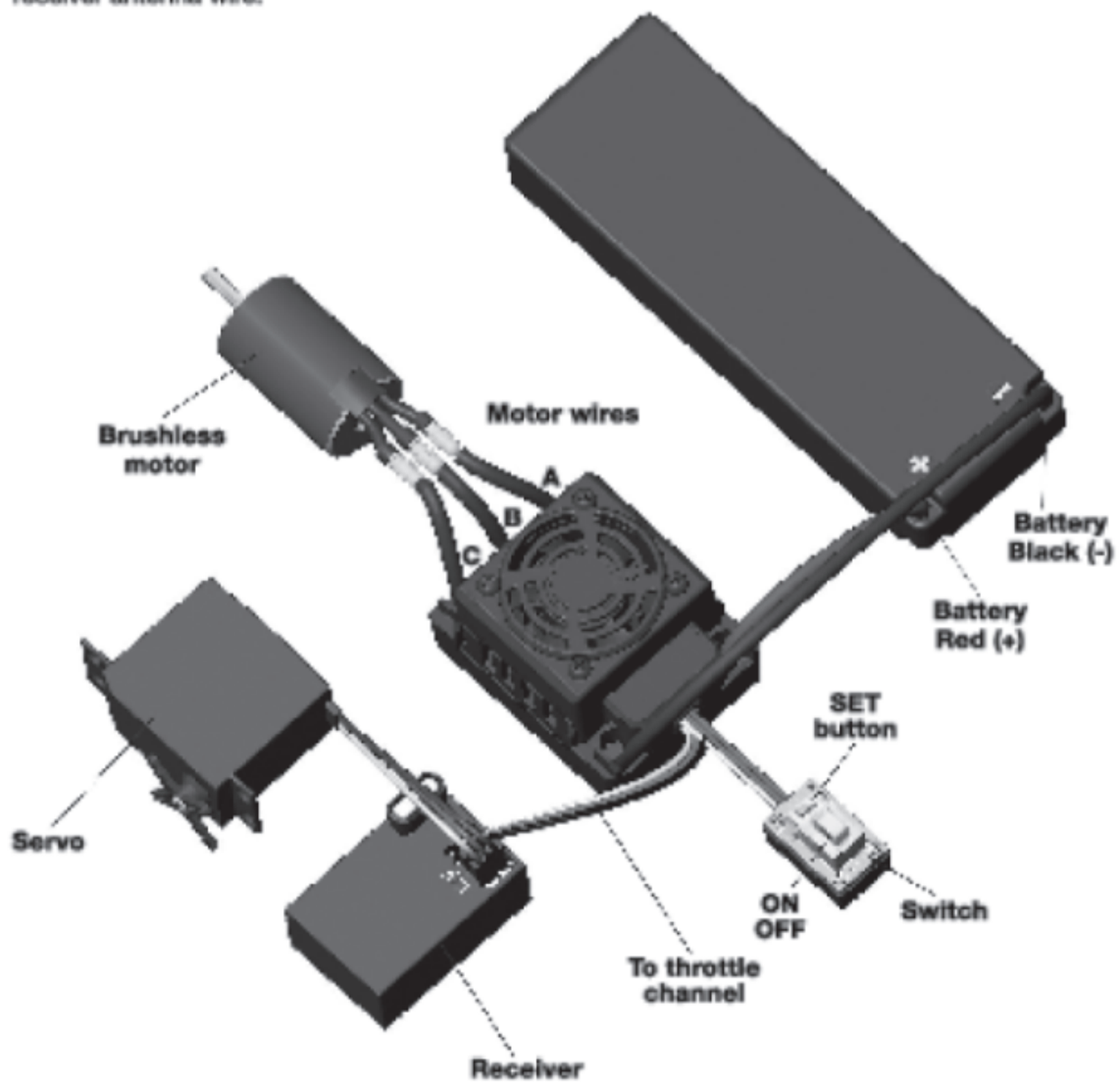
SAFETY PRECAUTIONS

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.



SWITCHING BETWEEN LIPO AND NIMH BATTERY MODES

A choice of either LiPo mode or NiMH mode activates the low voltage cutoff point. This is particularly important when using LiPo batteries that should not, for performance and safety reasons, be discharged below 3.2V per cell.

To determine which mode the ESC is currently in, power ON the radio and ESC and then press the SET button until the LED illuminates. A green LED indicates that the ESC is in LiPo mode while a red LED indicates that the ESC is in NiMH mode.

LiPo-->NiMH: With the transmitter and ESC powered ON and the throttle trigger in the neutral position, press and hold the SET button (approximately two seconds) until the green LED begins to flash. Continue to hold the SET button (approximately four more seconds) until the LED begins to flash red indicating a successful switch. Now release the SET button. The red LED will continue to flash (approximately four seconds) and then remain solid red. The ESC has successfully been switched from LiPo mode to NiMH mode and the ESC is ready to use.

NiMH-->LiPo: With the transmitter and ESC powered ON and the throttle trigger in the neutral position, press and hold the SET button (approximately two seconds) until the red LED begins to flash. Continue to hold the SET button (approximately four more seconds) until the LED begins to flash green indicating a successful switch. Now release the SET button. The green LED will continue to flash (approximately four seconds) and then remain solid green. The ESC has successfully been switched from NiMH mode to LiPo mode and the ESC is ready to use.

Note: Continuing to press the SET button after successfully switching modes will switch the mode again. Releasing the SET button after the appropriate flashing LED color confirms the mode selection.

WARNING: FAILURE TO SELECT LIPO MODE WHEN USING LIPO BATTERIES MAY RESULT IN PERMANENT DAMAGE TO THE BATTERY AND/OR FIRE.

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