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

**CAUTION**
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.