

TIMING INDICATOR LED

To conform to ROAR's Sportsman Class racing rules and help race organizers monitor driver compliance in non-timing race classes, we have included a feature in this speed control that indicates when the ESC has its electronic motor timing advancement feature activated.

At all times when the speed control is powered ON and the Dynamic Motor Timing is turned ON and set to a level greater than zero timing advance, the ESC's **white status LED** will be illuminated during normal operation.

MOTOR HALL SENSOR TEST

The Hall Sensor Test diagnostic feature in the Kinetic allows you to easily check the sensors in the brushless motor connected to the ESC to determine if they are operating normally. This will help you pinpoint the cause of problems in your system, and hopefully reduce down time and expenses associated with sending your product in for service when you can resolve the issue yourself.

To access this feature, simply follow these steps:

1. Follow the steps in the 'CUSTOM PROGRAMMING OPTIONS' section to access the Hall Sensor Test option via the ESC's SET button.
2. Slowly rotate the motor's output/pinion shaft. If motor is installed in a vehicle, slowly rotate the drive train so that the motor also rotates.
3. The status LEDs on the speed control should cycle through illuminating the BLUE, YELLOW, and RED status LEDs.

If the BLUE, YELLOW, and RED LEDs light up one after another as the motor's shaft is rotated, the Hall Sensors in the motor are operating normally.

If any one of the BLUE, YELLOW, or RED status LEDs do not light while rotating the motor's shaft, there is a either a problem with the Sensor Harness Cable (or its connections either at the motor end or the ESC end) or with the actual Hall Effect Sensors in the motor's timing section.

If your motor has a user-replaceable double-ended sensor harness, replace it with another one to determine if this is this source of the problem. If, after replacing the harness, all three of the LEDs still do not light up, it would appear that one of the sensors inside the motor has been damaged--replace the timing section of your motor, or if your motor is not user-rebuildable, send it in the manufacturer for the appropriate service.

VOLTAGE CUT-OFF CIRCUITRY

The Kinetic ESC features Novak's Smart-Stop Voltage Cut-Off Circuitry built-in, and when used properly will allow you to safely use LiPo and LiFe batteries, without letting the cells drop below their critical safety voltage.

The default in the ESC is LiPo voltage cut-off. If using NiMH or NiCd cells, you will need to switch this feature off. If using LiFe cells, you will need to switch to the LiFe battery setting.

Note: Whenever the speed control's One-Touch Programming is performed, this setting will revert to the LiPo default setting.

DO NOT USE LiPo/LiFe BATTERIES WITH VOLTAGE CUT-OFF TURNED OFF

TEMPERATURE MONITORING

The Kinetic has a built-in diagnostic temperature monitoring feature that lets you quickly check the ESC's operating temperature at any time.

While connected to a battery and powered ON, simply tap the ESC's SET button and one of the on-board LED lights will flash 4 times to indicate the operating temperature of the speed control.

WHITE flashing LED = normal operating temp--under 135°F (57°C).

BLUE flashing LED = medium operating temp--136-147°F (58-64°C).

YELLOW flashing LED = hot operating temp--148-167°F (65-75°C).

GREEN flashing LED = hotter operating temp--168-194°F (76-90°C).

RED flashing LED = **hottest** operating temp--195-215°F (91-102°C).

You are now pushing the ESC extremely hard and should be very careful to avoid overheating and possible thermal shut-down.

All LEDs flashing = DANGEROUS operating temp--216-239°F (103-115°C).

Your ESC is now about to thermally shut-down.

---Reduce the pinion size to avoid overheating and potential ESC damage---

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TROUBLE-SHOOTING GUIDE

Steering Channel Works But Motor Will Not Run

- Possible receiver damage—Check operation with a different receiver.
- Possible internal damage—Refer to 'SERVICE PROCEDURES' section.
- Check motor or motor connections.
- Make sure ESC is plugged into the throttle channel of receiver. Check wiring color sequence of receiver signal harness (Refer to STEP 1 in Basic Set-Up Guide).

Receiver Glitches/Throttle Stutters During Acceleration

- Receiver or antenna too close to ESC, power wires, battery, or motor.
- Bad motor sensors, sensor harness, or connections—Check wiring, sensor harness, & connections, perform hall sensor test (Refer to 'MOTOR HALL SENSOR TEST' section).
- Low voltage to receiver—Try Novak Glitch Buster capacitor on receiver to help retain power during high current draw situations (Novak accessory #5626).
- Power Trans-Cap Module damaged/missing—Replace Power Trans-Cap Module.
- Battery pack damaged or weak—Try a different battery pack.
- Motor magnet weak or overheated—Replace rotor (Refer to motor manufacturer's website).
- Excessive current to motor—Use a milder motor or a smaller pinion gear.
- Untidy wires or signal and power wired bundled together. Input harness and servo wires should be bundled separately. Power wires should be as short as possible.

Motor and Steering Servo Do Not Work

- Check wires, receiver signal harness wiring & color sequence, radio system, crystals, battery/motor connectors, & battery pack.
- Possible receiver damage—Check operation with a different receiver.
- Possible internal damage—Refer to Service Procedures.

Motor Runs Backward

- Reverse motor rotation direction—Refer to 'CUSTOM PROGRAMMING OPTIONS' section.
- Improper One-Touch set up—Refer to 'ONE-TOUCH PROGRAMMING' section.

Timing Does Not Operate Properly

- Improper gearing—Refer to 'PROPER GEAR SELECTION' section.
- Motor rotation is set to clockwise—Electronic motor timing advancement only functions in counter-clockwise rotation direction (refer to 'CUSTOM PROGRAMMING OPTIONS').
- Timing Set Point set incorrectly—Refer to 'CUSTOM PROGRAMMING OPTIONS' section.

Speed Control Runs Excessively Hot

- Electronic motor timing set too high—reduce timing level setting in ESC.
- Gear ratio too low—Increase gear ratio/Reduce pinion (refer to 'PROPER GEAR SELECTION').
- Motor is damaged—Try a different motor.

Model Runs Slowly/Slow Acceleration

- Gear ratio too high—Reduce gear ratio/Increase pinion (refer to 'PROPER GEAR SELECTION').
- Check battery & connectors—Check battery pack & connectors. Replace if needed.
- Incorrect transmitter/ESC adjustment—Refer to 'TRANSMITTER ADJUSTMENTS'.
- Power Trans-Cap Module damaged/missing—Replace Power Trans-Cap Module.

ESC Is Melted Or Burnt/ESC Runs With Switch Off

- Internal damage—Refer to Service Procedures.

No Power to the BEC

- Check power wire connections to your battery, ESC and BEC unit.
- Check that the input harness from the BEC is plugged into the receiver correctly and the red wire from the ESC's input harness is removed.
- Be sure that the BEC unit's power switch is turned ON.

ERROR CODES

- **Red & Green status LEDs on solid**—Check input signal harness connections at ESC and receiver. Check input signal harness wiring sequence—Refer to STEP 1.
- **Red status LED on solid & Green LED blinking**—Check motor sensor harness connection. Possible internal motor damage.
- **Blue & Green status LEDs both blinking**. Possible ESC shut-down due to locked rotor detection—return throttle to neutral position to regain motor control—check vehicle's drive train for free operation.
- **Blue & Red status LEDs blinking**. Possible ESC thermal shut-down—Check gear ratio & free operation of drive train for possible overloading/ESC is being severely over-loaded—allow system to cool & return throttle to neutral position to regain motor control. LEDs will continue to blink until system is cooled down.
- **Blue & Yellow status LEDs blinking**. Possible Motor thermal shut-down—Check gear ratio & free operation of drive train for possible overloading/Motor is being severely over-loaded—allow system to cool & return throttle to neutral position to regain motor control. LEDs will continue to blink until system is cooled down.
- **Blue & Green (Locked Rotor Detection), Blue & Red (ESC Thermal Shut-Down), or Blue & Yellow (Motor Thermal Shut-Down) status LEDs blinking**. ESC may have shut-down & ESC's neutral point is too far off to sense that transmitter throttle has been returned to neutral (Refer to 'ONE-TOUCH' & 'TRANSMITTER ADJUSTMENTS').
- **Green & White status LEDs blinking**. RPM safety limit reached & physical limit of motor bearings being reached/Possible over-rev condition. Increase gear ratio or reduce pinion.
- **White status LED blinking**. ESC timing is turned ON. ESC is operating normal.
- **Red & Green status LEDs toggling**. LiPo/LiFe Safety Cut-Off voltage reached. Remove and charge/replace battery pack.

Check Novak's web site for additional information.

NOVALINK INTERFACE

In addition to on-board programming, the Kinetic can be fine-tuned via Novak's fully adjustable PC interface, the NovaLink™ Programming Interface (#5440). The NovaLink includes an ESC adaptor module to plug into the input harness, a USB cord to connects the adaptor to the computer, and a NovaLink CD to install the required PC software.

Racers can input the desired ESC parameter values or utilize user-friendly graphic controls to customize. Each personalized set of ESC parameters can be stored on the PC and recalled later. These custom parameter sets can be shared with other drivers to collaborate and find the best set-up for given tracks, vehicles, and conditions. It is easy to keep the NovaLink up-to-date, thanks to software updates available for download from the Novak web site.

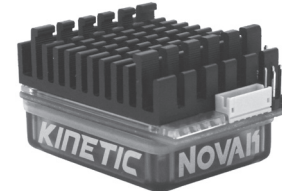


KINETIC TRACK GUIDE

#55-1740P-1 Rev.1.1

7-2010

The Kinetic 2S Racing Brushless ESC (#1740) and Kinetic 1S Racing Brushless ESCs (#1741) are factory loaded with well over a dozen programmable features. While this may seem overwhelming at first glance, this **Kinetic Track Guide** was designed to keep with you at the track to use as a quick-reference and help walk you through the programming of all of the speed control's features.



KINETIC

Take the time to thoroughly read through this programming guide before operation to fully understand the different ESC parameters, and how they can be used to fine tune your ESC's feel and performance. Most importantly, enjoy all of the technical benefits and features the Kinetic ESCs have to offer.

Visit our web site for up to date information and to learn more, and check out the NovaLink™ PC Interface (#5440) for even more customization options.

ONE-TOUCH PROGRAMMING

With ESC connected to (at least) a receiver and a charged battery pack:

1. **TURN ON THE TRANSMITTER'S POWER**
2. **PRESS & HOLD ESC'S ONE-TOUCH/SET BUTTON**
3. **TURN ON THE SPEED CONTROL'S POWER**
With transmitter throttle at neutral, and still pressing the SET button, slide the ESC's ON/OFF switch to ON position.
4. **CONTINUE HOLDING SET BUTTON UNTIL RED LED COMES ON**
5. **RELEASE SET BUTTON AS SOON AS LED TURNS RED**
6. **PULL TRANSMITTER THROTTLE TO FULL-ON POSITION**
Hold it there until the green status LED turns solid green.
Note: Motor will not run during programming even if connected.
7. **PUSH TRANSMITTER THROTTLE TO FULL-BRAKE/REVERSE**
Hold it there until the green status LED blinks green.
8. **RETURN TRANSMITTER THROTTLE TO NEUTRAL**
The red status LED will turn solid red, indicating that speed control is at neutral and that proper programming has been completed.

NOTE: If transmitter settings are changed, One-Touch Programming must be repeated. If you experience any problems, turn off ESC and repeat One-Touch.

NOTE: Whenever the One-Touch Programming is performed, the speed control will automatically revert back to the factory-default settings.

TRANSMITTER ADJUSTMENTS

Transmitter adjustments may not be needed to operate the Kinetic ESC. However, if you have any problems with ONE-TOUCH PROGRAMMING, adjust the transmitter as follows and repeat the ONE-TOUCH PROGRAMMING step.

THROTTLE CHANNEL ADJUSTMENTS

- A. Set HIGH ATV or EPA to maximum setting. [amount of throw at full throttle]
- B. Set LOW ATV, EPA, or ATL to maximum setting. [amount of throw at full brakes]
- C. Set EXPONENTIAL to zero setting. [throttle channel linearity]
- D. Set THROTTLE CHANNEL REV. SWITCH to either position.
- E. Set THROTTLE CHANNEL TRIM to middle setting.
[adjusts neutral position/increases or decreases coast brakes]
- F. Set ELECTRONIC TRIGGER THROW ADJUSTMENT to 50% throttle and 50% brake throw—best for reversible ESCs.
[adjusts trigger throw electronic/digital pistol-grip transmitters]
- G. Set MECHANICAL TRIGGER THROW ADJUSTMENT to position with 1/2 throttle and 1/2 brake throw.

GOOD QUALITY RADIO SYSTEM SUGGESTED

With the higher performance of brushless systems, undesirable radio system noise may occur when used with lower quality radio systems. 2.4GHz radio systems are the best to use. FM radio systems are acceptable, as long as the system is high quality. **AM radio systems are NOT recommended.**



ESC PARAMETERS

1. Minimum Brake (1 of 10) 0-30%
2. Drag Brake (1 of 10)..... 0-30%
3. Minimum Drive (1 of 10) 0-15%
4. Timing Level (1 of 8)..... 0-55°(+Boost)
5. Timing Set Point (1 of 8)..... 4000-19500 RPM
6. Current Limit (1 of 10) OFF-50A
7. Dead Band (1 of 5)..... 2-8%
8. Throttle Curve (1 of 2) Linear/Exponential
9. Brake Curve (1 of 2) Linear/Exponential
10. Brake Frequency (1 of 10) 1.67-13.7KHz
11. Brake End Point (1 of 10)..... 10-100%
12. Drive Frequency (1 of 10)..... 7-16 KHz
13. Reverse OFF/ON
14. Motor Rotation CCW/CW
15. Voltage Cut-Off OFF-LiPo-LiFe

TIMING ESC WARNING

Due to the nature of timing advance speed controls, motor tolerances & settings, vehicle performance, and track conditions, it has become virtually impossible to provide installation and operation recommendations that will allow you to use these speed controls and motors at their highest performance levels without the potential for unwanted damage.

You must, use extreme caution when setting up these electronics and carefully test your application to avoid overloading and overheating either the speed control or the motor. These are racing electronics used in racing conditions, and therefore damage as the result of excessive overheating will not be covered under the product's factory warranty.

Electronic motor timing advancement can generate extremely high speeds and result in an uncontrollable vehicle. Use caution when operating vehicle and do not operate around other people or in an unsafe manner to avoid injuries or damage.

PROPER GEAR SELECTION

Motor operating temperature is the ONLY way to properly set vehicle gearing

The Motor and Speed Control should not exceed 160°F MAX at any time during run!

Change the gearing to avoid overheating!

DO NOT FREE-REV MOTOR!

Free-running your brushless motor in a no-load condition can cause rotor failure & ESC transistor damage that will not be covered by the product's warranty.

Because of the potential danger of overheating, ESC/motor damage & failure, you must start with VERY small pinion sizes and check ESC & motor temperatures at multiple times throughout the initial runs. This is the only way to ensure that you are not causing excessive heating.

If ESC & motor temperatures remain low & stable, you can slowly increase the pinion size while again monitoring the temperatures to determine the safe gearing for your vehicle, motor, and climate/track conditions. Because these variables can change or be modified, you MUST continually monitor ESC & motor temperatures to protect your electronics from damage.

TEMPERATURE OVERLOAD

The Kinetic 2S and Kinetic 1S ESCs have built-in ESC temperature overload protection that will turn off the Dynamic Timing Advance feature and will also limit the power to the motor in an attempt to prevent thermal overloading of the speed control. While this feature can not guarantee the survival of the speed control when subjected to conditions that produce excessive heating of the electronics, it does provide another tool that you can use to avoid extensive damage.

If you notice a significant decrease in performance of your brushless system during a run, immediately check the operating temperatures of the speed control and the motor. Reduce gearing or ESC timing settings to lower operating temperatures!

CUSTOM PROGRAMMING OPTIONS -- ADVANCED

KINETIC SOFTWARE FLOW CHART

The Kinetic ESC features over a dozen parameters that can be customized to fine-tune the ESC's feel & response to your liking.

The flow chart below and the adjustment steps to the right describe the different parameters and how they effect the ESC.

One-Touch Programming must be completed before customization of parameters, as all ESC parameters are defaulted back to the factory settings whenever the One-Touch Programming is performed.

DEFAULT SETTINGS FOR THE ESC PARAMETERS ARE LISTED IN BOLD IN THE TABLES TO THE RIGHT

TO CHANGE PARAMETER SETTINGS:

1. CONNECT THE ESC TO A RECEIVER AND A CHARGED BATTERY PACK

2. SLIDE THE ESC'S ON/OFF SWITCH TO 'ON' POSITION

3. WITH ESC AT NEUTRAL, PRESS & HOLD SET BUTTON

Release ESC's SET button once LEDs are lit for the desired setting.

To skip a parameter, continue to press & hold SET button until desired parameter is reached.

4. SELECT PARAMETER VALUE

LED flashes to indicate active setting (refer to tables at right). Quick press & release SET button to select desired setting.

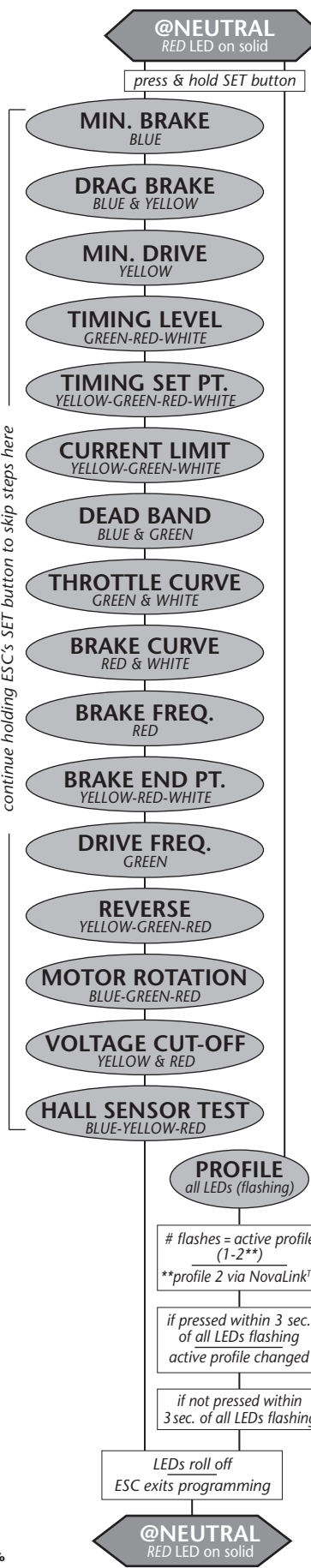
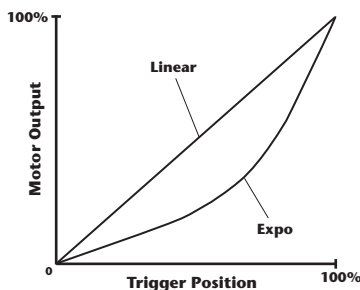
5. PRESS & HOLD SET BUTTON TO STORE NEW SELECTION

When SET button is pressed and held for about 1 second, the new selection is stored in ESC's memory—Status LEDs will scroll across to indicate ESC is exiting programming & ESC returns to neutral.

There is no time constraint during selection of custom parameters.

THROTTLE AND BRAKE CURVES

The Kinetic features both linear and exponential throttle & brake curves. The 'Expo' curves provide a more controllable bottom end response.



continue holding ESC's SET button to skip steps here

MINIMUM BRAKE

#1 MINIMUM BRAKE SETTINGS (1 of 10) **BLUE LED**

Amount of braking applied with the first pulse of transmitter throttle information sent. >> Increasing starts braking at a higher level. Minimizes the trigger throw required before effective braking is applied with heavy vehicles.

Setting (# of flashes)	1	2	3	4	5	6	7	8	9	10
Minimum Brake (%):	0	3	6	9	12	15	18	21	24	30

DRAG BRAKE

#2 DRAG BRAKE SETTINGS (1 of 10) **BLUE & YELLOW LEDs**

Amount of braking being applied while transmitter is at neutral. AKA 'coast' brakes. >> Increasing this setting makes the motor slow down more without pushing the transmitter's trigger into the brake/reverse direction.

Setting (# of flashes)	1	2	3	4	5	6	7	8	9	10
Drag Brake (%):	0	3	6	9	12	15	18	21	24	30

MINIMUM DRIVE

#3 MINIMUM DRIVE SETTINGS (1 of 10) **YELLOW LED**

Amount of forward drive applied with first pulse of transmitter throttle information sent. >> Increasing starts forward drive at a higher level. Minimizes trigger throw required before effective drive is applied with heavy vehicles.

Setting (# of flashes)	1	2	3	4	5	6	7	8	9	10
Minimum Drive (%):	0	1	2	3	4	6	8	10	12	15

TIMING LEVEL

#4 TIMING LEVEL SETTINGS (1 of 8) **GREEN-RED-WHITE LEDs**

The maximum degrees of Dynamic Timing Advance applied to the motor. >> Increasing this setting will increase the maximum amount of electronic motor timing that is applied to the motor throughout the throttle band.

Setting (# of flashes)	1	2	3	4	5	6*	7*	8*
Timing Level (degrees):	0	10	15	20	30	40	55	Boost

Setting #1 disables all timing to meet ROAR's Sportsman Class racing specs.

WARNING: DO NOT FREE-REV MOTOR TO CHECK TIMING SETTINGS

*Timing Levels 6-8 produce excessive heating & must be used with caution.

Physical motor timing should be set to 30° ("N" on older Ballistic motors)

Note: Do NOT use Timing Advance with 3.5-5.5 turn 540-Size motors.

TIMING SET POINT

#5 TIMING SET POINT (1 of 8) **YELLOW-GREEN-RED-WHITE LEDs**

The RPM trip point at which Dynamic Timing Advance is applied. >> Increasing this setting will decrease the RPM at which the electronic motor timing advancement comes on.

Setting (# of flashes)	1	2	3	4	5	6	7	8
Timing Set Pt (x1000 RPM):	19.5	14.0	12.7	9.1	6.5	5.5	4.5	4.0

CURRENT LIMIT

#6 CURRENT LIMIT SETTINGS (1 of 10) **YELLOW-GREEN-WHITE LEDs**

The maximum amount of current the ESC will allow the motor to draw. >> Increasing this setting reduces the maximum current that can pass through the ESC to reduce temperatures or for limiting wheel slip.

Setting (# of flashes)	1	2	3	4	5	6	7	8	9	10
Current Limit (Amps):	OFF	Hi	-	-	-	-	-	-	-	Lo

DEAD BAND

#7 DEAD BAND SETTINGS (1 of 5) **BLUE & GREEN LEDs**

The space between Minimum Brake and Minimum Drive, with Neutral in the middle. >> Increasing this setting increases the amount of 'free play', or distance your transmitter's trigger must move before forward drive or braking begins.

Setting (# of flashes)	1	2	3	4	5
Dead Band (%):	2	3	4	5	8

THROTTLE CURVE

#8 THROTTLE CURVE SELECTION (1 of 2) **GREEN & WHITE LEDs**

How the ESC's throttle (or forward drive) responds to the transmitter's trigger input. >> Changing this setting changes how the throttle responds to your transmitter's trigger movement. The 'Expo' curve gives a less responsive, or more forgiving low-end acceleration.

Setting (# of flashes)	1	2
Throttle Curve:	Linear	Expo

BRAKE CURVE

#9 BRAKE CURVE SELECTION (1 of 2) **RED & WHITE LEDs**

How the ESC's brakes respond to the transmitter's trigger input. >> Changing this setting changes how the brakes respond to your transmitter's trigger movement. The 'Expo' curve gives a less responsive, or more forgiving low-end braking.

Setting (# of flashes)	1	2
Brake Curve:	Linear	Expo

BRAKE FREQUENCY

#10 BRAKE FREQUENCY SELECTION (1 of 10) **RED LED**

How the ESC's braking response feels with respect to the transmitter's trigger input. >> Increasing the Brake Frequency makes the brake response feel smoother and more controllable.

Setting (# of flashes)	1	2	3	4	5	6	7	8	9	10
Brake Freq. (KHz):	1.67	2	2.25	2.5	3	3.5	4.5	5.75	10	13.7

Note: Brake/Drive Frequency is not adjustable with Expo Brake/Drive Curves.

BRAKE END POINT

#11 BRAKE END PT. SELECTION (1 of 10) **YELLOW-RED-WHITE LEDs**

The percentage of the ESC's braking power that can be attained as well as the transmitter trigger throw required to reach that power. >> Decreasing this setting reduces the maximum braking power and the usable distance of the transmitter's brake trigger throw. The 'Linear' or 'Expo' brake curves will be cut off at this point, and you will get that percentage/level of braking for the rest of the transmitter's trigger throw.

Setting (# of flashes)	1	2	3	4	5	6	7	8	9	10
Brake End Pt. (%):	10	20	30	40	50	60	70	80	90	100

Note: At high timing settings, use 100% (setting 10) Brake End Point.

DRIVE FREQUENCY

#12 DRIVE FREQUENCY SELECTION (1 of 10) **GREEN LED**

How the ESC's throttle response feels with respect to the transmitter's trigger input. >> Increasing the Drive Frequency makes the throttle response feel smoother and more controllable.

Setting (# of flashes)	1	2	3	4	5	6	7	8	9	10
Drive Freq. (KHz):	16	15.2	13.8	13	12	11	10	9.5	8	7

REVERSE

#13 REVERSE SELECTION (1 of 2) **YELLOW-GREEN-RED LEDs**

>> Changing this setting activates or deactivates the ESC's reverse functionality. When OFF, ESC has forward and brakes only. When ON, ESC has forward with brakes, then reverse with 2nd push of trigger.

Setting (# of flashes)	1	2
Reverse:	OFF	ON

MOTOR ROTATION

#14 MOTOR ROTATION SELECTION (1 of 2) **BLUE-GREEN-RED LEDs**

>> Changing this setting changes the rotational direction of the motor's output/pinion shaft. Counter-clockwise rotation is standard in most remote control vehicles. For optimal motor performance, use counter-clockwise rotation instead of reversing the transmitter's throttle channel throw. Advanced timing is not available in clockwise rotation.

Setting (# of flashes)	1	2
Rotation Direction:	CCW ↺	CW ↻

VOLTAGE CUT-OFF

#15 VOLTAGE CUT-OFF SELECTION (1 of 3) **YELLOW & RED LEDs**

>> Changing this setting enables or disables the ESC's Smart Stop cut-off circuitry, and also sets the voltage cut-off point based on what type of batteries are being used in the vehicle's main battery pack.

DO NOT USE LiPo/LiFe BATTERIES WITH VOLTAGE CUT-OFF TURNED OFF

Setting (# of flashes)	1	2	3
Voltage Cut-Off Type:	OFF (NiMH/NiCd)	LiPo	LiFe

HALL SENSOR TEST

#16 MOTOR SENSOR TEST **BLUE-YELLOW-RED LEDs**

>> This diagnostic feature that allows you to easily check your brushless motor's hall effect sensors & your sensor harness and its connections at the ESC & motor. Once activated, rotate the motor's output/pinion shaft and the appropriate LED will light up if a signal is received for its sensor in the motor. Refer to 'MOTOR HALL SENSOR TEST' section.

Motor Hall Sensor	A	B	C
LED Color:	BLUE	YELLOW	RED

THROTTLE PROFILE

#17 THROTTLE PROFILE SELECTION (1 of 2) **ALL LEDs**

>> Changing this setting changes ESC's active Throttle Profile.

Note: Profile #2 can only be activated by syncing ESC with the NovaLink™ interface, and is only programmable via the NovaLink software. You can switch from Profile 2 to 1 on the ESC.

Setting (# of flashes)	1	2
Throttle Profile:	Built-In	Custom

RESTORING FACTORY DEFAULTS

Every time you perform the One-Touch Set-Up, the speed control will automatically revert back to Throttle Profile #1, and the factory default settings are restored for each of the ESC parameters.

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