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value you preinstalled and activates the thermal protection of the engine. Exit will not resume until the temperature drops. Warning! Never install engine overheating protection for DISABLED if in some special situations such as racing, otherwise you may damage the ESC and even damage the engine. For a non-HOBBYWING engine, various thermal sensors can cause ESC to cause engine thermal protection sooner or later. In this case, please install engine overheating protection for DISABLED and check the engine temperature with an infrared thermometer (or bare hand if you don't have a device, but be careful all the time) regularly. Pull the trigger throttle with the engine shaft collides with you, the engine rotates counterclockwise if that element is installed on the CCW; The engine rotates clockwise if it is installed on the CW. In general, the vehicle goes forward when the engine spins counterclockwise. However, some chassis manufacturers design their products based on completely different theories, so your car can go backwards when the engine spins counterclockwise. In this case, you should install this item on the CW instead. This applies to conventional servos. Do not use this option with high-voltage servos; otherwise your servos may function normally due to insufficient voltage. This applies to high-voltage servos. Don't use this option with regular servos; Otherwise your servos may be burned due to high voltage. This ESC provides a proportional braking function; The braking effect is decided by the position of the throttle trigger. It establishes what percentage of available braking power is applied with a full brake. A large amount will reduce braking time, but it can damage your pignon and spurs. Please choose the most appropriate amount of brake according to your car condition and your preferences. Different reverse number will bring different reverse speed. For the safety of your car, we recommend using a small amount. You can choose to kick from level 1 (very soft) to level 9 (very aggressive) according to track, tire, clutch, your preferences, etc. In addition, Level 7, 8 and Level 9 have strict battery discharge requirements. This can affect the launch if the battery discharges badly and cannot provide a large current for a short time. The car stutters or suddenly loses power during the start, pointing to the battery discharge ability is not good. You need to reduce the impact or or FDR (Final Drive Ratio). The drag brake is the braking force produced when the trigger is released into a neutral zone. This is necessary to simulate the small braking effect of a neutral brushed engine while landing on the shore. (Attention! drag brake will consume a lot of energy, so please apply it carefully.) This allows the engine to gradually reduce RPM while lowering the throttle from full or near full speed back to neutral. The vehicle will not slow down dramatically when the throttle decreases to return to a neutral position. The greater the value, the more COAST will be felt. For example, COAST 0 deactivates, and COAST 20% will be the maximum amount of COAST. When a vehicle is driven with smaller pinions and more gear spurs the vehicle tends to create a braking sensation known as the brake transfer. HOBBYWING COAST technology is to allow the car to roll (the coast) as if the vehicle was oriented with a large pignon. The coast function brings a better and smoother sense of control for riders. In addition, some drivers will refer to this feeling as traditional brushed engines felt --- they COASTED more because the fixture with wire on it was hard and harder to stop spinning - the clean engine rotor relative to the light stops spinning Note 6: The coast will be void (even if you set it at any value except 0) if the brake drag is not 0%. Adjust the neutral throttle zone according to your preferences (as shown in the photo). Because the neutral position on some transmitters is not stable and this can cause the vehicle to go forward/back slowly, so please set the throttle of neutral width to greater value when this problem occurs. Option 1: Touch/Free Hybrid. The ESC controls the engine in touch mode during a low-speed start to the process, after which the ESC will switch to driving the engine in non-key mode. You can choose this option only if you use the appropriate HOBBYWING engine (meaning that HOBBYWING's new 1.8th engine without interference from the Hall sensor), the sense of control will be better, the power system will be more efficient, and the ESC turbo synchronization can be activated to get maximum blast power. Note 7: 1) Full touch mode can only be effective when you pair this XR8 SCT/Plus ESC with a hobbyWING in a matching engine like the XERUN 4268/4274 G2. 2) If you use any other engine other than the HOBBYWING engine, esc will still identify the engine and automatically switch Drive on the sensed/Sensorless Hybrid, even if you installed it on Full Sensed. The increase time is adjustable from 0 to 15 degrees, it has three effects: 1) Compatible with different engines. Some engines may function abnormally with the default Boost Timeline (0), you need to adjust the timing to the proper degree and then they will work normally. 2) Fine-tune the maximum RPM engine by adjusting this Boost Timeline. Teh Teh the higher the RPM, and the more electrical energy it will consume. 3) Make the engine work at the optimum efficiency point by adjusting that time. Note 8: Bosst Timeline becomes effective only when you install drive mode on a touch/touch hybrid. In other words, it doesn't affect Full Sensed. Turbo timing is adjustable from 0 degrees to 15 degrees for the XERUN XR8 PLUS while 0 degrees to 20 degrees for the XERUN XR8 SCT, the corresponding timing of the turbo (you set) will initiate at full throttle. This is usually activated for quite a long time at once and makes the engine unleash its maximum potential. Turbo delay time from throttle/trigger moves to full throttle position and holds at this point at this point Turbo Timeline is really activated. If you install this item on INSTANT, then Turbo Timeline will be activated immediately after the throttle/trigger moves to the full throttle position. If you set it to any other values, then you need to keep the throttle/trigger in full throttle position for a while (as you set) until Turbo Timeline initiates. Note 9: Turbo Timing and Turbo Delay only function when Driving Mode is set up to Full Touch. In order for the esc to match the throttle range, you must calibrate it when you start using a new ESC, or a new transmitter, or after you change settings such as TRIM, D/R, EPA and other throttle settings on your transmitter, otherwise the ESC cannot work properly. We strongly recommend that you activate the Fail Save radio system and install it (F/S) on Output OFF or place it to a neutral position to ensure that the engine can be stopped when there is no signal received from the transmitter. On setting up the throttle range, the transmitter is an example. External capacitor module (also called Cappack) Wiring snapseed download for android 4.2.2. snapseed apk download for android. snapseed app free download for android. snapseed mod apk download for android. snapseed old version download for android. download google snapseed for android. download snapseed photo editor for android. snapseed for android phone free download

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