WARNING!

AGE WARNING!
- This radio controlled (RC) vehicle is not a toy! You must be 14 years of age or older to operate this vehicle. Adult supervision is required.

RISK OF RUNAWAY VEHICLE OR INJURY!
- Never turn on the vehicle or plug in the battery pack without first having the controller turned on.

RISK OF FIRE!
- Risk of Explosion!
- There is a risk of fire and explosion when dealing with batteries. Rechargeable batteries may become hot and catch fire if left unattended or charged too quickly.
- Use extra caution when charging LiPo batteries. Use only LiPo specific chargers. Use a LiPo safe charging pouch when charging LiPos. Charge away from flammable materials.
- Never charge at a rate higher than 1 C, (2000mAh pack= 2amps charge rate). Overcharging can lead to fire and explosion. Always store battery packs in a cool dry place.
- Never leave the battery plugged into the ESC when the vehicle is not in use.
- Never connect two batteries to one another.

RISK OF BURNS!
- The batteries, electronic speed controller (ESC), electric motor, and other areas of the vehicle can get hot. Burns can occur if touched after vehicle operation.
- Allow adequate time to cool before handling.

RISK OF ELECTRICAL SHOCK!
- Use caution when charging batteries. Do not touch positive and negative leads together.
- Do not lay battery on metal. Use only chargers specified for the battery type being charged.
- Keep batteries and chargers away from water.

RISK OF INJURY!
- Hobby grade RC vehicles can cause serious injury or death if not operated correctly.
- Never use vehicle in crowds. Never chase people or animals. Only drive in safe open areas.
- Keep body parts away from moving parts.

RISK OF DAMAGE!
- Never operate RC vehicles on public roads. Damage of vehicle and property can occur. Only operate on open private property.
- Never charge the battery pack while it is still plugged into the RC vehicle. Always unplug the battery pack from the electronic speed controller (ESC) and remove the battery from the RC vehicle before charging. Failure to do so will result in damage to the vehicle’s electronics and void the electronics warranty.

RISK OF RUNAWAY VEHICLE OR INJURY AND DAMAGE!
- Do not mix old and new batteries. Do not mix alkaline, lithium, standard (carbon zinc), or rechargeable (nickel cadmium) batteries. Do not charge or charge batteries in a hazardous location. Only use new AA batteries in your radio transmitter. Replace transmitter batteries often to ensure full control of the vehicle.
- Perform a radio range check before running your RC vehicle to avoid a runaway vehicle.

FCC COMPLIANCE STATEMENT!
- The radio included with your vehicle 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 operations.
- Note: 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 of the following measures. (1) Reorient or relocate the receiving antenna. (2) Increase the separation between the equipment and receiver. (3) Connect the equipment into an outlet on a circuit different from that to which the receiver is connected. (4) Consult the dealer or an experienced radio/TV technician for help.

WARNING: Any changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate this equipment.

Water Warning:
- After vehicle gets wet, please unplug the ESC from the battery to avoid putting users in danger. Also, rust-proofing the bearings and metal parts is highly recommended.
- If you feel driving in water is necessary, please seal all holes in the tires and rims before performing this action to prevent the tire foam from absorbing water inside the tire.
Thank you for choosing the Team Redcat TR-MT8E-6S ready monster truck. The TR-MT8E-6S is designed to be fun to drive and uses top quality parts for performance and durability. Before you start using your new RC kit, we suggest you read through the instruction manual first. Be sure to check all tips and warnings before you start. We hope you enjoy your new Team Redcat RC.

**Features:**
- Factory Assembled
- Bright LED Lights Included
- Reinforced Differentials
- Center Differential
- Hardened Steel Driveshafts
- Stylish Body
- Large Wheels and Tires
- Rear Wing and Wheelie Bar
- High Quality Ball Bearings
- Super Strong, Long Travel Suspension
- Adjustable Turnbuckles
- Center Driveshaft Dust Cover

**Specifications:**
- 1/8 4WD EP Monster Truck
- Ground Clearance: 88mm
- Weight: 4980g
- Length: 560mm
- Width: 440mm
- Wheelbase: 350mm
- Height: 260mm
- Wheel Track: 440mm
- 2200KV Brushless Motor
- Heavy Duty Waterproof 150A 6S ESC
- Savöx Heavy Duty Waterproof Servo
- 2.4GHz Radio System

Thank you for purchasing the TR-MT8E 6S. To drive the vehicle, you will need to acquire the following items.

**1 Included tools**
- Cross Wrench (17mm)
- L Type Hex Wrench (2.5mm) 117031

**2 Required items**
- AA Alkaline Or Rechargeable Batteries For Transmitter, 4pcs
- 35 11.1v Rechargeable Lipo Battery Pack X 2 (or) 25 7.4v Rechargeable Lipo Battery Pack X 2
- LPO Battery Pack Charger

**3 Helpful equipment**
- Hobby Knife
  (Warning! This knife cuts nylon parts and fingers with equal ease, be careful)
- Body Scissors
  (for body cutting) 116006
- Needle-nose Pliers
- Hex Wrench Metric Size 1.5mm
  117057-1
- Hex Wrench Metric Size 2.0mm
  117057-2
- Hex Wrench Metric Size 2.5mm
  117057-3
- Hex Wrench Metric Size 3.0mm
  117057-4
- Nut Driver
  5.2mm (for 3mm nut) 117010
Instruction & Setup Manual

1 Transmitter Function

2 Operating Procedure

01. Install 4pcs AA batteries into the transmitter.  
Do not mix old and new batteries. Do not mix alkaline batteries, standard (carbon-zinc) or rechargeable (nickel-cadmium) batteries.

02. Turn the steering wheel right to steer the front tires right.  
Turn the steering wheel left to steer the front tires left.

3 Binding (connecting the receiver to transmitter)

Binding the Receiver to the Transmitter

“Binding” is tuning the receiver to the frequencies used by
the transmitter. Bind the receiver to the transmitter as
follows:

1. With both transmitter and receiver turned off, place the units no more than 30 cm (1 ft) apart.
2. While holding down the receiver’s BIND button, power on the ESC. The receiver’s LED will start to
   flash steadily, indicating that the unit is in binding mode, a state the lasts up to 30 seconds.
3. Turn the transmitter on. It will immediately go into binding mode, a state that lasts one second.
4. When the receiver’s LED shines steadily, binding is complete.
ESC Features
- ESC is compatible with sensorless brushless motors and sensored brushless motors (only in sensorless mode).
- Fully waterproof design for all weather conditions. After running in water, clean and then dry the ESC to avoid the oxidation of copper connectors.
- Super ultra thin switch mode ESC with switchable voltage of 6/7.4V and a controllable current of 6A/15A for easily driving big torque servos and high voltage servos.
- Highly reliable electronic switch avoids troubles which may happen to traditional mechanical switches.
- Proportional brake with 9 levels of maximum brake force and 9 levels of drag brake force.
- 4 levels of acceleration punch from soft to aggressive for different vehicles: tress and tracks.
- Multiple protections: motor lock-up protection, low-voltage cutoff protection, thermal protection, overload protection, and fail safe (throttle signal loss protection).
- Easily programmed with the SET button of the ESC or advanced programming via portable LED program card or multifunction LCD program box.

ESC Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>E2RUN-MAX8-73</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>150A / 150A</td>
</tr>
<tr>
<td>Motor Supported</td>
<td>Sensorless / Sensorless Brushless</td>
</tr>
<tr>
<td>Car Applicable</td>
<td>1/8 SCT/Buggy/Troop/Truck</td>
</tr>
<tr>
<td>Motor Limit</td>
<td>45 Lipo: KV=3000 (4274 size motor) / 65 Lipo: KV=2400 (4274 size motor)</td>
</tr>
<tr>
<td>Resistance</td>
<td>0.0005 ohm</td>
</tr>
<tr>
<td>Battery</td>
<td>6V/7.4V, 6A (Switch-mode ESC)</td>
</tr>
<tr>
<td>BEC Output</td>
<td>3-6S Lipo: 9-18S NiMH</td>
</tr>
<tr>
<td>Dimensions</td>
<td>58.2C/74.5W/38.6H</td>
</tr>
<tr>
<td>Weight (With Wires)</td>
<td>175.5g</td>
</tr>
</tbody>
</table>

**NOTE**: The cooling fans are powered by the stable BEC voltage of 5V/7.4V and is always working.

ESC Connections

- **Motor Wiring**
  There is no polarity on the A/B/C ESC/MOTOR wires, if the motor runs in reverse, just swap two of the wires.
- **Receiver Wiring**
  Plug the receiver cable (small black plug with three small wires coming out of it) into the throttle (2CH) on the receiver. Do not connect an additional receiver battery into the receiver; this may damage the ESC.

ESC Calibration

To ensure transmitter throttle input corresponds with the ESC output, you should calibrate the ESC. Do this whenever you change transmitters, and before you set the TRIM, D/R, EPA and other throttle channel parameters on your transmitter. Follow these steps below.

1. Turn on the transmitter. Set the throttle EPA to 100% and center the throttle trim (C).
2. With the transmitter still on and the ESC off, connect the battery packs to the ESC battery leads.
3. Press and hold the SET button while you press the ON/OFF button briefly.
4. Set the trigger to the neutral position and press the SET button.
5. Pull the trigger to the full throttle position and press the SET button.
6. Push the throttle trigger to full brake position and press the SET button.

**Release the SET button once the LED flashes.**

Note: The ESC will enter the programming mode if the SET button is not released in 3 seconds and then you need to restart from step 1.

**The Green LED flashes once and motor emits “Beep” tone.**

**The Green LED flashes twice and motor emits “Beep-Beep” tone.**

**The Green LED flashes three times and motor emits “Beep-Beep-Beep” tone.**

When using 6S LiPO power, if the capacitor temperature is regularly above 85°, to protect the ESC, you need to connect an external cappack (sold separately). See the above diagram. Connect a cappack to the ESC battery input leads as shown above and ensure red/positive (+) to red/positive (+), black/negative (-) to black/negative (-).
**ESC Programming**

(Shaded boxes indicate factory default settings)

<table>
<thead>
<tr>
<th>Programmable Items</th>
<th>#1</th>
<th>#2</th>
<th>#3</th>
<th>#4</th>
<th>#5</th>
<th>#6</th>
<th>#7</th>
<th>#8</th>
<th>#9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Setting Option</td>
<td>Running Mode</td>
<td>Fwd/Br</td>
<td>Fwd/Rev/Br</td>
<td>1.5</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>2. LiPo Cells</td>
<td>Calculation</td>
<td>2S</td>
<td>3S</td>
<td>4S</td>
<td>5S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Low Voltage Cutoff</td>
<td>Auto (Low)</td>
<td>Auto (Intermediate)</td>
<td>Auto (High)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. ESC Thermal Protection</td>
<td>105°C/221°F</td>
<td>125°C/257°F</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Motor Thermal Protection</td>
<td>Disabled</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Motor Rotation</td>
<td>CCW</td>
<td>CW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. BEC Voltage</td>
<td>6V</td>
<td>7.4V</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Brake Force</td>
<td>12.5%</td>
<td>25%</td>
<td>37.5%</td>
<td>50%</td>
<td>62.5%</td>
<td>75%</td>
<td>87.5%</td>
<td>100%</td>
<td>Disabled</td>
</tr>
<tr>
<td>9. Reverse Force</td>
<td>25%</td>
<td>50%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Start Mode (Punch)</td>
<td>Level 1</td>
<td>Level 2</td>
<td>Level 3</td>
<td>Level 4</td>
<td>Level 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Advanced Setting**

| Drag Brake | 0% | 2% | 4% | 6% | 8% | 10% | 12% | 14% | 16% |

**ESC Calibration**

- **4. ESC Thermal (Shutdown) Protection/Overheat Protection**
  The ESC will automatically cut off the output and the GREEN LED will flash a short, single flash and then repeat it when the temperature gets up to the value you preset and activates the ESC thermal protection. The output won’t resume until the temperature goes down. Setting #1 is recommended.

- **5. Motor Thermal (Shutdown) Protection/Overheat Protection**
  This item has been permanently set to “Disabled” by manufacturer.

- **6. Motor Rotation**
  Changes the rotation of the motor while it’s facing you. Counter clockwise or clockwise.

- **7. BEC Voltage**
  Changes the voltage supplied to the servos. Use 6V for regular servos and 7.4V for high voltage servos.

- **8. Brake Force**
  Sets the overall braking power when the brake trigger is pushed all the way forward (full brake). A high setting will shorten the braking time but it may damage your pinion and spur.

- **9. Reverse Force**
  The amount of power the vehicle will have while full reverse is engaged. Start with a low setting.

- **10. Start Mode (Punch)**
  The amount of initial power while initially pulling the throttle trigger. You can choose a punch level from 1 (very soft) to 5 (very aggressive). This feature is very useful for preventing the spin during takeoff. This function may be limited to battery capabilities. If the vehicle stutters during takeoff, you will need to lower the punch setting or use a battery with higher discharge capabilities.

- **11. Drag Brake**
  Drag brake is the amount of brake automatically applied while the throttle is in the neutral position. This is to simulate the natural drag of a brushed motor while coasting.

**Programming Flow Chart**

- **With the ESC off**
  Turn on the transmitter.
  - Press the ON/OFF button while holding the SET button to power on the ESC.

- **Red LED flashes once**
  - Release the SET key.
  - Enter the 1st item “Running Mode”.
  - Press the SET key.
  - Click the SET button to choose the option, the times the red LED blinks indicates the option number you are going to select.

- **Green LED flashes twice**
  - Hold the SET key for 3 seconds.
  - Release the SET key.
  - Enter the 2nd item “LiPo Cells”.
  - Press the SET key.

- **Green LED flashes 3 times**
  - Hold the SET key for 3 seconds.
  - Release the SET key.
  - Enter the 3rd item “Low-Voltage Cutoff”.
  - Press the SET key.

- **Green LED flashes N times**
  - Hold the SET key for 3 seconds.
  - Release the SET key.
  - Enter the Nth item.
  - Press the SET key.

... The following steps are just like the above steps...
**ESC Factory Reset**

- Restoring the factory default values with the SET button:
  - Press and hold the SET button for 3 seconds anytime when the throttle trigger is at the neutral position (except during the ESC calibration and programming) will reset your ESC to factory defaults. RED & GREEN LEDs flash simultaneously indicating you have successfully restored all the default values within your ESC. Once you power the ESC off and back on again, your settings will be back in the default mode.

**LED Status Indicators**

- During Starting-up Process:
  - The RED LED flashes rapidly. The ESC doesn’t detect a throttle signal, or the neutral throttle value stored on your ESC is different from the current value stored on the transmitter.
  - The GREEN LED flashes “Number” times indicating the number of LIPO cells connected to the ESC.
- During Operation:
  - RED & GREEN LEDs should die out when the throttle trigger is in throttle neutral zone.
  - RED LED turns on solid when the vehicle is running forward or reverse at partial throttle/reverse. Partially applying the brakes will also light the RED LED solid.
  - GREEN LED turns on solid when the vehicle is running forward or reverse at full throttle/reverse. Fully applying the brake will also light the GREEN LED solid.
  - When Protection is Activated:
    - RED LED flashes a short, single flash that repeats (“*”) indicating the low voltage cutoff protection is activated.
    - GREEN LED flashes a short, single flash that repeats (“*”) indicating the ESC thermal (over heat) protection is activated.

**Turning ESC ON/OFF**

- With the ESC turned off, press and release the ON/OFF button. The ESC will turn on.
- With the ESC turned on, press and hold the ON/OFF button. The ESC will turn off.
- Warning Tone: When the ESC powers on, the motor will beep the number of LIPO cells you have plugged in. For example, 4 beeps indicates a total combined LIPO cells of 4S (2x2S) and 6 beeps indicates a total combined LIPO cells of 6S (2x3S).

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**Trouble Shooting**

<table>
<thead>
<tr>
<th>Trouble(s)</th>
<th>Possible Causes</th>
<th>Solution(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The ESC was unable to start the status LED, the motor, and the cooling fan after it was powered on.</td>
<td>1. No power was supplied to the ESC. 2. The ESC switch was damaged.</td>
<td>1. Check ESC &amp; battery connectors for good connections solder joints. 2. Replace broken switch.</td>
</tr>
<tr>
<td>The ESC unable to start the motor after powered on. The motor emitted a short, double beep (BB, BB, BB...) that repeats with a GREEN LED on the ESC blinking. (The interval between the two beeps is 1 second.)</td>
<td>The battery voltage was beyond the normal operating voltage range of the ESC.</td>
<td>Check the battery voltage.</td>
</tr>
<tr>
<td>RED LED flashes rapidly after the ESC is powered on and finishes the LIPO cells detection (GREEN LED).</td>
<td>1. No throttle signal detected. 2. The neutral throttle value differs from the ESC and transmitter.</td>
<td>1. Plug the ESC RX wire correctly into CH2 throttle on the receiver. 2. Re-calibrate the ESC (page 5)</td>
</tr>
<tr>
<td>The vehicle runs backward when the throttle trigger is pulled.</td>
<td>1. The (ESC-to-motor) wiring order was incorrect.</td>
<td>Swap any two (ESC-to-motor) wires.</td>
</tr>
<tr>
<td>The motor suddenly stopped or significantly reduced in power.</td>
<td>1. The receiver was influenced by some foreign interference. 2. The ESC entered the battery LVC (Low Voltage Cutoff) protection. 3. The ESC entered the thermal (over heat) protection.</td>
<td>1. Check for nearby interference and replace the transmitter’s batteries. 2. If RED LED is flashing, charge your battery pack. 3. If GREEN LED is flashing, reset the ESC cool down before using it again.</td>
</tr>
<tr>
<td>The motor stutters but couldn’t start.</td>
<td>1. Bad motor connection 2. The ESC is damaged 3. Battery ‘C’ rating too low.</td>
<td>1. Check all motor connections. 2. Contact the distributor for repair. 3. Use better LIPO batteries.</td>
</tr>
<tr>
<td>The vehicle could run forward (and brake), but could not reverse.</td>
<td>1. The throttle neutral position on your transmitter was actually in the braking zone. 2. “Running Mode” is improperly set. 3. The ESC was damaged.</td>
<td>1. Re-calibrate the ESC. 2. Set the “running mode” to #2, “Forward/Reverse with Brake”. 3. Contact the distributor for repair.</td>
</tr>
<tr>
<td>The car ran forward/backward slowly when the throttle trigger was at the neutral position.</td>
<td>1. The throttle trim on transmitter improperly set. 2. The ESC was not calibrated.</td>
<td>1. Set the throttle trim. 2. Re-calibrate the ESC (page 5).</td>
</tr>
<tr>
<td>When pressing the SET button to calibrate the ESC, the GREEN LED doesn’t flash and no beep was emitted, or you were unable to set the full throttle endpoint and the full brake endpoint after the neutral position was accepted.</td>
<td>1. The ESC receiver cable isn’t plugged into the correct channel on the receiver. 2. The ESC receiver cable is plugged in backwards.</td>
<td>1. Plug the throttle cable into the throttle channel (CH2) on the receiver. 2. Plug in the throttle cable properly by referring to relevant mark shown on your receiver. (Remember “black out”, the black wire goes to the outside of the receiver)</td>
</tr>
<tr>
<td>Item No.</td>
<td>Parts</td>
<td>Item No.</td>
</tr>
<tr>
<td>---------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>101205</td>
<td>R Clip R8 (10)</td>
<td>101206</td>
</tr>
<tr>
<td>111153</td>
<td>4mm Lock Nut (10)</td>
<td>111164</td>
</tr>
<tr>
<td>11527BK</td>
<td>Ball End &amp; 6.8mm Single Flanged Steel Ball (6) Back</td>
<td>115631</td>
</tr>
<tr>
<td>116203</td>
<td>E-clip 5 (10)</td>
<td>116218</td>
</tr>
<tr>
<td>116235</td>
<td>2x4.2mm Pin (10)</td>
<td>116236</td>
</tr>
<tr>
<td>11610CRC</td>
<td>2.1x16mm Steel RH TP Screw (cross) (5)</td>
<td>116701</td>
</tr>
<tr>
<td>123513BU</td>
<td>3.5x13mm Steel Button Head Screw (6)</td>
<td>123516BU</td>
</tr>
<tr>
<td>123528C-S</td>
<td>2.5x8mm Steel Cap Screw (6)</td>
<td>123020S</td>
</tr>
<tr>
<td>12306BU</td>
<td>3x20mm Steel Button Head Screw (6)</td>
<td>12306BU</td>
</tr>
<tr>
<td>123310</td>
<td>3x20mm Steel F.H. Screw (6)</td>
<td>123310BU</td>
</tr>
<tr>
<td>123312BU</td>
<td>3x12mm Button Head Screw (9)</td>
<td>12331C</td>
</tr>
</tbody>
</table>
| 123514BU | 3x14mm Button Head Screw (9) | 123516BU | M3x16mm BH Screw (10) | **Table continues on next page...**