

QUICK START GUIDE

IMPORTANT: You must calibrate your radio to the ESC!

1. Install the ESC

- Solder a high quality battery connector to the ESC. Mount the ESC and motor into the vehicle
- Plug in the 3 motor wires to the ESC
- Plug in the ESC Rx lead to CH2 on your receiver
- Make sure the ESC's switch is off

2. Calibrate the radio transmitter

- Plug in a battery
- Holding full throttle on your transmitter, turn the switch ON
- After a few seconds you'll hear multiple tones and the red LED will come on
- Now hold full brake and after a few seconds you'll hear multiple tones and the yellow LED will come on
- Now relax to neutral and after a few seconds you'll hear multiple tones and ALL the LEDs will light up.
- A few seconds later the ESC will arm with a double tone and you're ready to go!



Deans®, Traxxas®, TRX®, and Power Cell® are trademarks of their respective owners.

Waterproof: The Mamba Monster 2 ESC is resistant to water, but it is not intended for continuous operation while submerged. If the ESC is operated in wet conditions, rinse with fresh water to remove dirt or corrosives and then fully dry the ESC. The ESC fan is not water resistant. Remove the fan from ESC before exposing the vehicle to liquids. Always check to see that the rest of the components in your vehicle can withstand getting wet.

MAMBA MONSTER
2

1/8 SCALE WATERPROOF EXTREME BRUSHLESS MOTOR CONTROLLER

castle QUICK START GUIDE

CARE AND FEEDING OF YOUR MAMBA MONSTER 2:

Limits: Mamba Monster 2 is incredibly powerful, but know his limits. 6S (25.2 volts) is the max input voltage!

BEC: Monster 2 has an adjustable BEC with a default output value of 5.5V.

Connectors: Mamba Monster 2 needs lots of power. Please use connectors such as large bullets (6.5mm), Deans®, or Traxxas® TRX® connectors to connect Monster 2 to your batteries.

Batteries: Mamba Monster 2 needs lots of power. You must only use batteries that are capable of delivering bursts of more than 125 amps and which can sustain continuous outputs of 100 amps. Anything less will only lead to a frustrating ride with the Monster.

Expect to upgrade your vehicle's drive system. You can always wait until Monster 2 shreds the parts, but then you'll be stuck at the track with no ride. That's no fun.

Monster 2 powered systems are capable of producing incredibly high power. That means the vehicles can go stupidly fast. Please never point a Monster 2 powered vehicle at anyone, always stay clear of the tires, and keep your hands and feet inside the ride at all times!

CASTLE LINK

Your Monster 2 is ready to run right out of the box. However, you may find that you'd like to change a few settings, such as the low voltage cutoff or perhaps you'd like to adjust the throttle or braking curves. You can do all of these things with the **Castle Link USB Adapter** (a coupon is included in your packaging) and your Windows PC (not included).

Please visit www.castlecreations.com/downloads to download the latest version of the Castle Link software.

DO THE MATH!

Not all LiPos are created equal, and surge ratings should never be used to determine a pack's suitability for a brushless application. **Use the CONTINUOUS C rating only.**

We suggest that you choose a pack that can deliver more amperage than the drive system draws. More "headroom" between the C rating and the actual amp draw offers better reliability. We recommend that you have at least a 20% reserve margin for best results. **Using insufficient battery packs WILL shorten the life of this controller.**

Here's an example:

5,000 mAh pack = 5Ah

5 x 25C = 125 amps

125 x 80% = 100 amps max continuous rating necessary!

Look at it another way.

Mamba Monster setups frequently hit 100+ amps in peaks. We strongly suggest using 5,000 mAh or larger LiPo cells with a discharge rating of at least 30C (or high quality 25C batteries such as Traxxas® Power Cells®). Our experience suggests using only mild gear ratios with NiMH cells. Do not attempt to use NiMH cells in extreme setups.

MAMBA MONSTER 2 ERROR CODES

GREEN/YELLOW FLASHING	ESC input voltage is below the operating limit (drained battery)
RED/YELLOW/GREEN FLASHING	Sudden and extreme rise in temperature (possibly over-gear)
RED/YELLOW FLASHING	ESC temperature above the operating limit (possibly over-gear)
RED/GREEN FLASHING	BEC temperature above the operating limit (possibly damaged servo)
RED/YELLOW/GREEN FLASHING AND BEEPING	ESC is not detecting a valid signal from the receiver