

TRMT8 BE6S

1/8th Scale Monster Truck
Instruction Manual
MAN-TRMT8E-BE6S-2016.06.02



To ensure that you are using the most recent version of this manual:
www.redcatracing.com/manuals/TRMT8EBE6SMANUAL.pdf





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 change 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: Reorient or relocate the receiving antenna. Increase the separation between the equipment and receiver. Connect the equipment into an outlet on a circuit different from that to which the receiver is connected. 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.

- ▶ **WARNING:** While operating the Radio, a separation distance of at least 20 centimeters must be maintained between the radiating antenna and the body of the user or nearby persons in order to meet the FCC RF exposure guidelines.



Perform a radio range check:

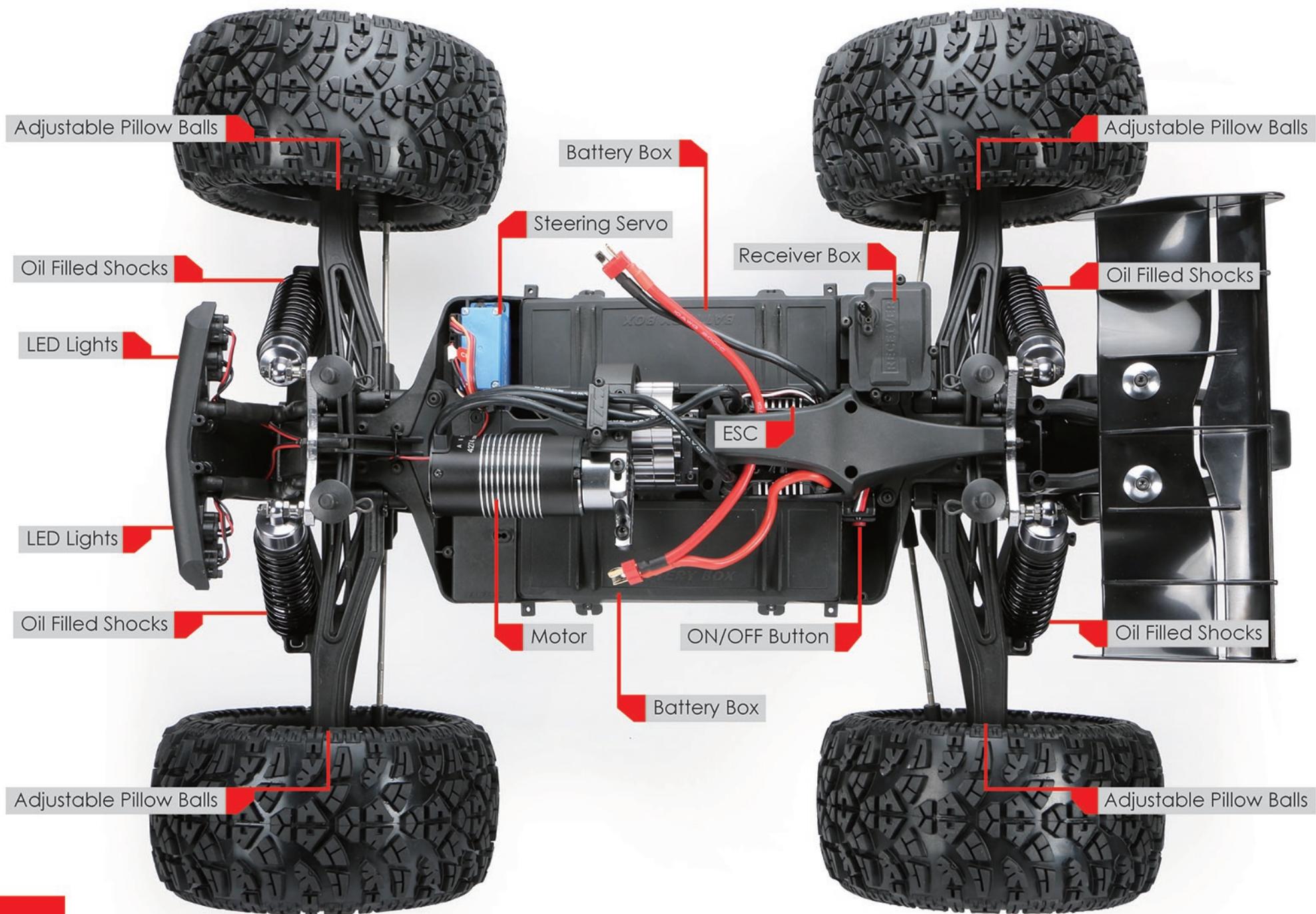
- ▶ Install new AA batteries into the bottom of the transmitter.
 - ▶ Turn on the transmitter.
 - ▶ Turn on the ESC power switch, which is found in the vehicle.
 - ▶ Check that the controls are working properly.
 - ▶ Keep fingers away from potentially moving parts and hold the vehicle off the ground.
- Note: Always turn on the transmitter first to prevent runaways.**
- ▶ Check that the controls are working properly. The steering wheel should operate the steering and the trigger should operate the motor. Pulling the trigger should make the vehicle go forward, pushing the trigger should apply the brake and reverse. You may need to adjust the throttle trim found on the transmitter to keep the wheels from spinning while the trigger is in the neutral position.
 - ▶ Have a friend hold the vehicle and walk 50 yards away. You and your friends should decide on a routine beforehand, since it will be difficult to communicate with each other while testing. An example would be:
 - ▶ Turn the steering wheel left and count to ten
 - ▶ Turn the steering wheel right and count to ten
 - ▶ Pull the trigger and count to ten
 - ▶ Push the brakes and count to ten.
 - ▶ You will want to repeat these steps moving further out as you progress until you are beyond the maximum distance you plan to run the vehicle.
 - ▶ If the radio performed without any glitches or twitching at maximum distance, you are ready.

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 tires.





Thank you for choosing the Team Redcat TR-MT8E-BE6S ready monster truck. The TR-MT8E-BE6S 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:

Specifications:

- ▶ 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

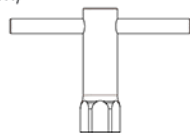
- ▶ 1/8 4WD EP Monster Truck
- ▶ Ground Clearance: 88mm
- ▶ Weight: 4980g
- ▶ Length: 560mm
- ▶ Width: 440mm
- ▶ Wheelbase: 350mm
- ▶ Height: 260mm
- ▶ Wheel Track: 440mm
- ▶ 2200KV Brushless Motor
- ▶ Heavy Duty Waterproof 150A 6S ESC
- ▶ Savöx Heavy Duty Waterproof Servo
- ▶ 2.4GHz Radio System



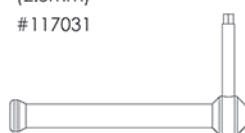
Thank you for purchasing the TR-MT8E 6S. To drive the vehicle, you will need to acquire the following items.

1 Included tools

- Cross Wrench (17mm)



- L Type Hex Wrench (2.5mm) #117031

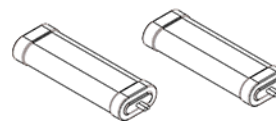


2 Required items

- AA Alkaline Or Rechargeable Batteries For Transmitter, 4pcs



- 3S 11.1v Rechargeable Lipo Battery Pack X 2 (or) 2S 7.4v Rechargeable Lipo Battery Pack X 2



- LIPO 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



- Needlenose Pliers



- Hex Wrench Metric Size 1.5mm #117057-1



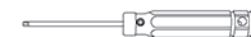
- Hex Wrench Metric Size 2.0mm #117057-2



- Hex Wrench Metric Size 2.5mm #117057-3



- Hex Wrench Metric Size 3.0mm #117057-4

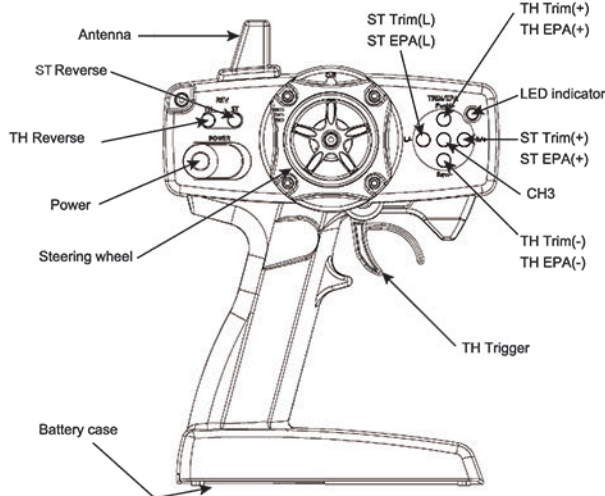


- Nut Driver 5.5mm (for 3mm nut) #117010



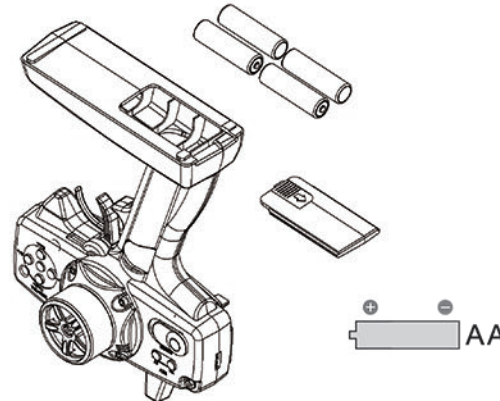
Instruction & Setup Manual

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.



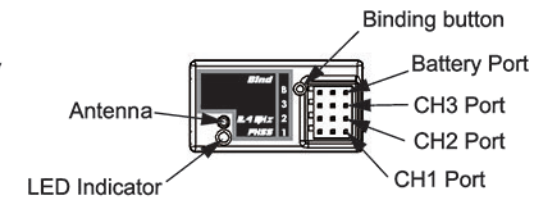
- 03**
- Pull the throttle trigger to move the vehicle forward.
 - Push the throttle trigger forward to brake and reverse the vehicle.



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 that 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

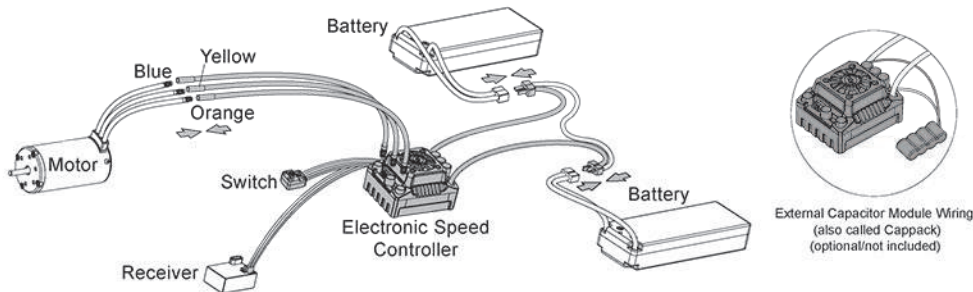
- ▶ ESC is compatible with sensorless brushless motors and sensored brushless motors (only in sensorless mode).
- ▶ Fully waterproof design for all weather conditions. After running in water, clean and then dry the ESC to avoid the oxidation of copper connectors)
- ▶ Super internal switch-mode BEC with switchable voltage of 6V/7.4V and a cont. /peak 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.
- ▶ 5 levels of acceleration/punch from soft to aggressive for different vehicles, tires 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

Model	EZRUN-MAX8-V3
Continous/Burst Current	150A / 950A
Motor Supported	Sensored / Sensorless Brushless
Cars Applicable	1/8 SCT/Buggy/Truggy/Truck
Motor Limit	4S Lipo: KV<3000 (4274 size motor) / 6S Lipo: KV<2400 (4274 size motor)
Resistance	0.0005 ohm
Battery	6V/7.4V, 6A (Switch-mode BEC)
BEC Output <i>Note1</i>	3-6S LiPo/9-18S NiMH
Dimensions	59.8(L)*48(W)*36.8(H)
Weight (With Wires)	173.5g

NOTE 1 : The cooling fans Powered by the stable BEC voltage of 6V/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.
- ▶ **Battery Wiring**
The ESC runs on two matching battery packs (two 2S or two 3S LIPO packs are recommended). Using matching battery packs, plug them into the ESC, one into each plug. Be sure the polarity is correct! The red (+) of ESC to the red (+) of the battery, and the black (-) of the ESC to the black (-) wire of the battery. If polarity is reversed, the ESC will be damaged. This will not be covered under warranty!
- ▶ **External Capacitor Module (Cappack)Wiring (Optional, not included)**
When using 6S LIPO power, if the capacitor temperature is regularly above 85°, to protect the ESC, you need to connect an external cappack (item 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 (-).

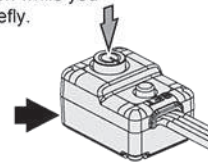
ESC Calibration

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.

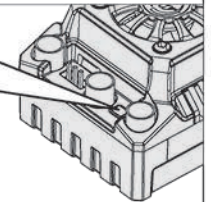
1. Turn on the transmitter. Set the throttle EPA to 100% and center the throttle trim (0).

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.

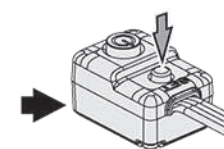


Release the SET button once the LED flashes.

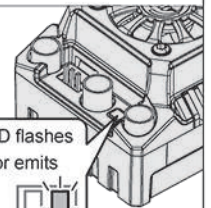


Note: The ESC will enter the programming mode if the SET button is not released in 3 seconds and then you need to restart from step 1.

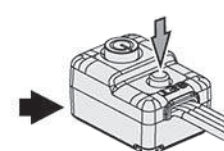
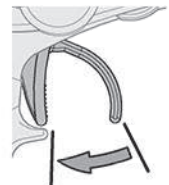
4. Set the trigger to the neutral position and press the SET button.



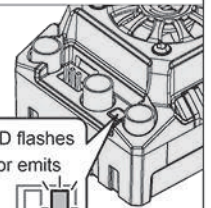
The Green LED flashes once and motor emits "Beep" tone.



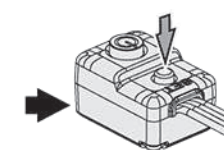
5. Pull the trigger to the full throttle position and press the SET button.



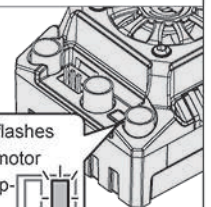
The Green LED flashes twice and motor emits "Beep-Beep" tone.



6. Push the throttle trigger to full brake position and press the SET button.



The Green LED flashes three times and motor emits "Beep-Beep-Beep" tone.



ESC Programming

(Shaded boxes indicate factory default settings)

Programmable Items	Parameter Values								
	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9
1. Running Mode	Fwd/Br	Fwd/Rev/Br							
2. LiPo Cells	Auto Calculation	2S	3S	4S	6S				
3. Low Voltage Cutoff	Disabled	Auto (Low)	Auto Intermediate	Auto (High)					
4. ESC Thermal Protection	105°C/221°F	125°C/257°F							
5. Motor Thermal Protection	Disabled								
6. Motor Rotation	CCW	CW							
7. BEC Voltage	6.0V	7.4V							
8. Brake Force	12.5%	25%	37.5%	50.0%	62.5%	75.0%	87.5%	100.0%	Disabled
9. Reverse Force	25%	50%							
10. Start Mode (Punch)	Level 1	Level 2	Level 3	Level 4	Level 5				
Advanced Setting									
11. Drag Brake	0%	2%	4%	6%	8%	10%	12%	14%	16%

► 1. Running Mode

► Option 1: Forward with Brake

The vehicle can go forward and brake but cannot reverse in this mode. This mode is used for racing.

► Option 2: Forward / Reverse with Brake

The vehicle can go forward, brake, and reverse. This mode uses the "DOUBLE-CLICK" braking/reverse method. The vehicle only brakes (won't reverse) the 1st time the throttle trigger is pushed forward. When the motor stops and you quickly release and re-push the trigger forward a second time, the vehicle will go into reverse. If the motor does not stop, the vehicle will remain in braking mode. Reverse is only activated if the motor has completely stopped.

► 2. LiPo Cells

► Option 1: Auto Calculation

In this mode, the ESC will automatically detect the total (both battery packs combined) number of LIPO battery cells of 3S, 4S, and 6S total LIPO battery cells. After powering the ESC on, if the total battery voltage is below 13.6V, it will be identified as 3S, if the voltage is from 13.6V to 17.6V, it will be identified as 4S, if the voltage is above 17.6V, it will be identified as 6S.

► Options 2-4: This vehicle will not run properly on 2S, even if you set the parameters to 2S. Your battery may be damaged. 4S (2x 2S LIPOs) or 6S (2x 3S LIPOs) are recommended. Set the ESC to correspond with the total number of cells being used (2x 2S LIPOs = 4S (#4), 2x 3S LIPOs = 6S (#5)).

► 3. Low-Voltage Cutoff

Sets the voltage range the ESC lowers or removes power to the motor in order to keep the battery at a safe minimum voltage (for Lipo batteries). The ESC will monitor the battery voltage and will reduce power to 50% allowing you to drive the vehicle back to yourself. If you are still driving 10 seconds beyond the power drop, all power to the motor will be cut. This is to keep the LIPO batteries from dropping below their safe voltage threshold. The RED LED will flash a short, single flash that repeats (•••) to indicate the low-voltage cutoff protection is activated.

► Option 1: Disabled

The ESC will not monitor voltage. This setting is for NiMH battery packs only. Do not use this setting while using LIPO batteries or they may be irreversibly damaged.

► Option 2: Auto (Low)

For batteries with a poor discharge capability. Not recommended.

► Option 3: Auto (Intermediate)

For batteries with a normal discharge capability. Recommended.

► Option 4: Auto (High)

For batteries with a very high discharge capability.

Warning: ALWAYS use Low-Voltage Cutoff when using LIPO batteries!

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 that repeats (•••) when the temperature gets up to the value you preset and activates the ESC thermal protection. The output won't resume until the temperature gets 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 shaft is facing you. Counter clockwise or clockwise.

► 7. BEC Voltage :

Changes the voltage supplied to the servos. Use 6.0V 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.

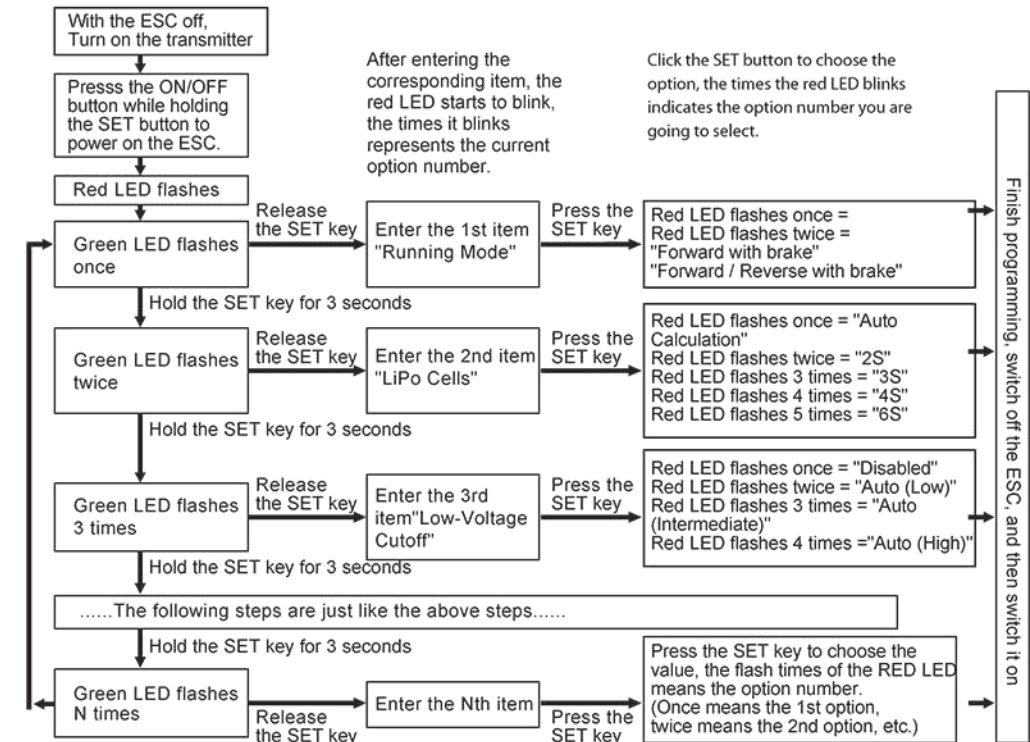
► 10. Start Mode (Punch)

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 tire 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



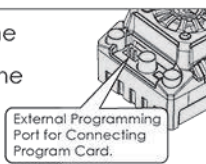


- For easy recognition, the motor beeps the same time the GREEN LED flashes.
- When "N", (the number) is equal to or greater than 5, a long flash is used to represent "5".

For example, the GREEN LED flashes a long flash (and the motor beeps a long beep at the same time) indicating you are in the 5th programmable item; if the GREEN LED flashes a long flash and a short flash (and the motor beeps a long beep and a short beep at the same time) this indicates you are in the 6th programmable item; a long flash and two short flashes (a long beep and two short beeps at the same time) indicates you are in the 7th programmable item.



When using the optional program card or box (sold separately). The programming port of this ESC is also the fan port, so you need to unplug the fan first and then plug the programming cable within the fan port and program card/box in. Please don't use the throttle control cable (also called Rx cable) on the ESC to connect the program card/box, otherwise the program card/box won't function.



External Programming Port for Connecting Program Card.

ESC Factory Reset

- ▶ Restoring the factory default values with the SET button:
- ▶ Press and hold the SET button for over 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 brakes 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.

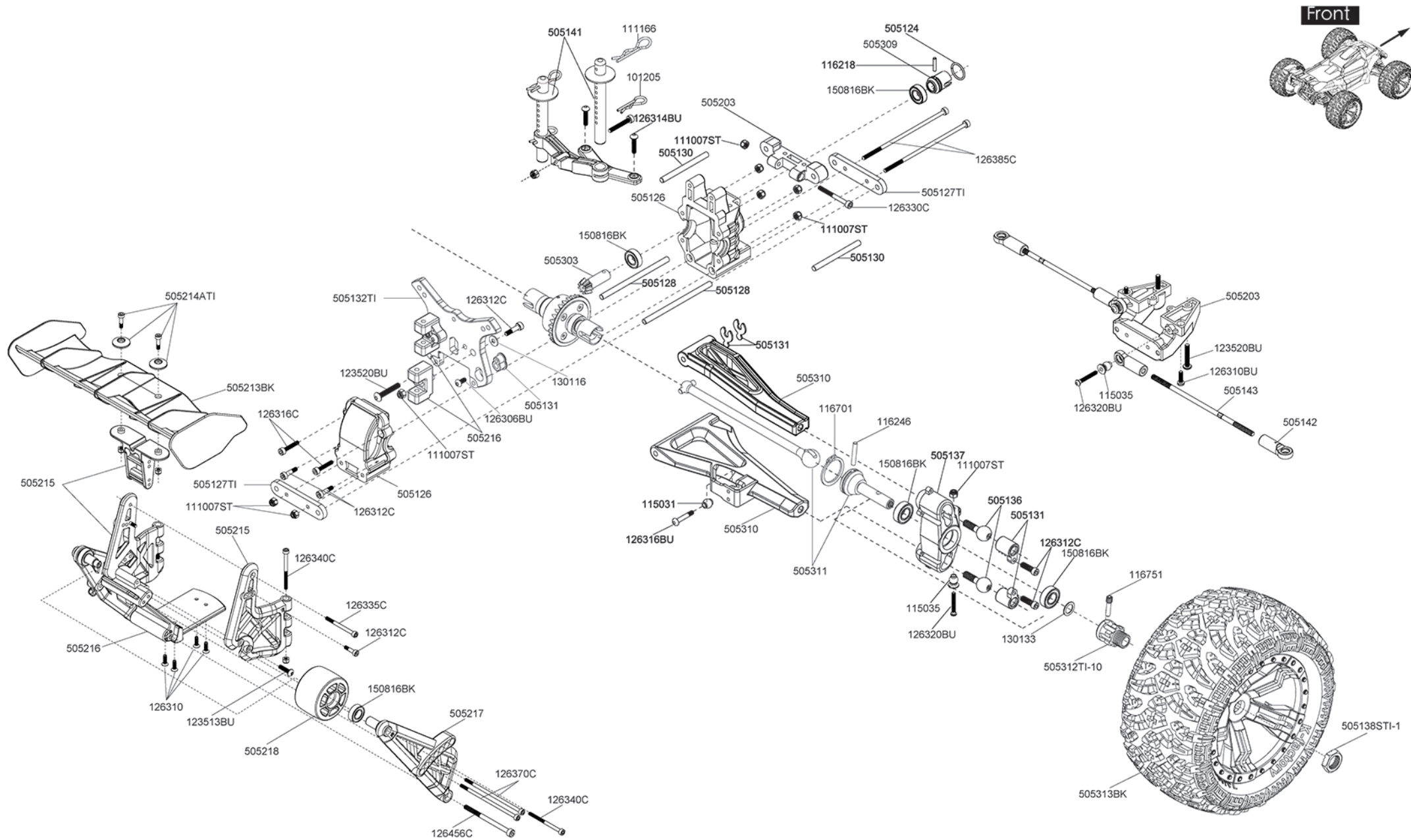
Turning ESC ON/OFF

- ▶ Turning the ESC ON:
 - ▶ 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 Tones: 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 (2x 2S) and 6 beeps indicates a total combined LIPO cells of 6S (2x 3S).

Trouble Shooting

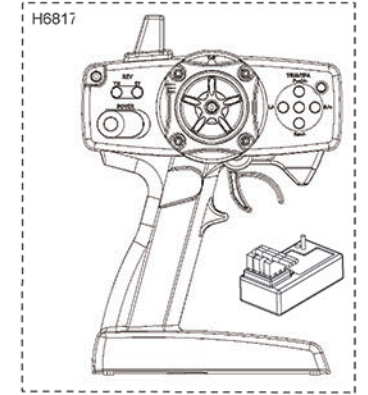
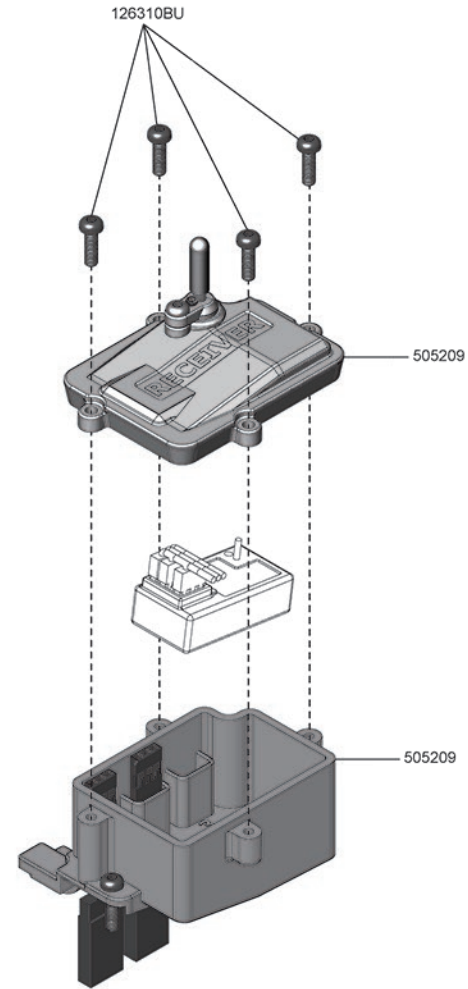
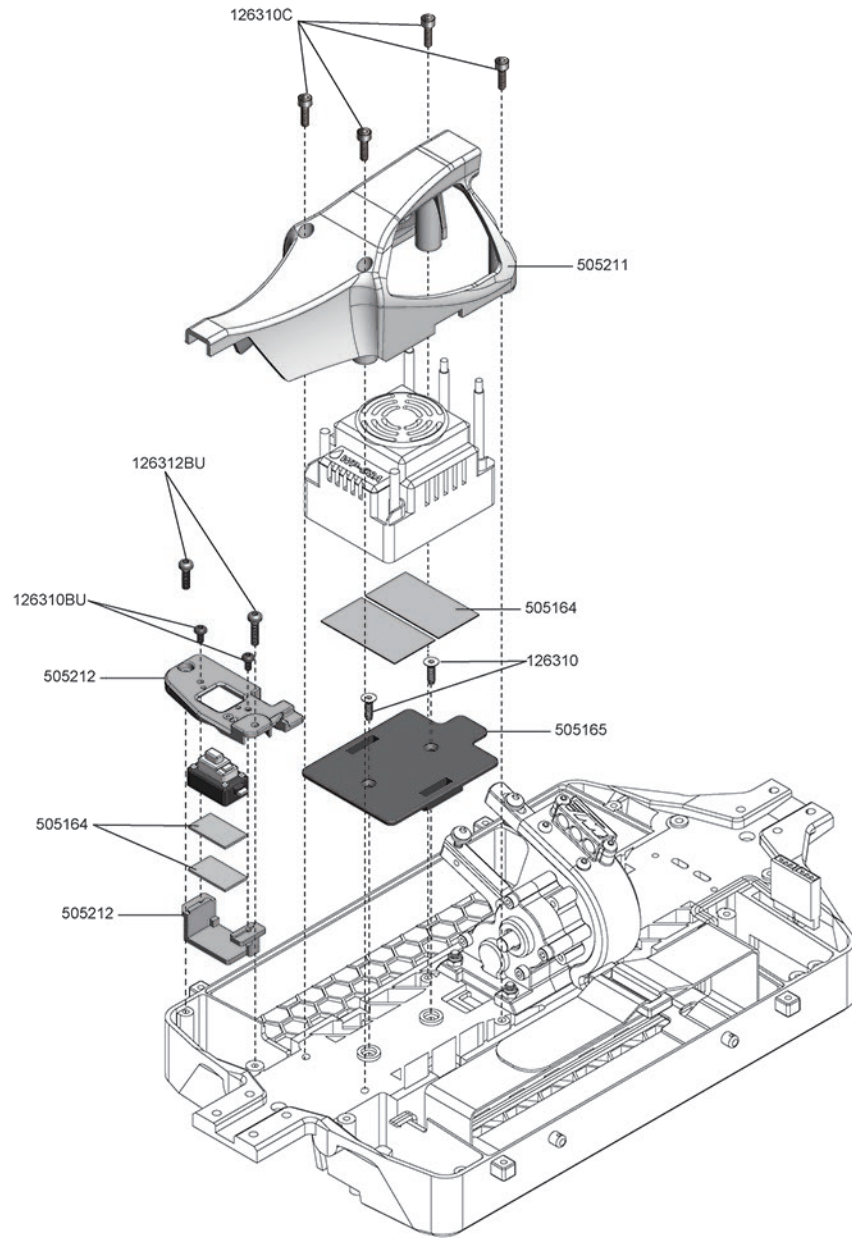
Trouble(s)	Possible Causes	Solution(s)
The ESC was unable to start the status LED, the motor, and the cooling fan after it was powered on.	<ol style="list-style-type: none"> 1. No power was supplied to the ESC. 2. The ESC switch was damaged. 	<ol style="list-style-type: none"> 1. Check ESC & battery connectors for good connections solder joints. 2. Replace broken switch.
The ESC unable to start the motor after powered on. The motor emitted a short, double beep (BB, BB, BB...) that repeats with GREEN LED on the ESC blinking. (The interval between the two beeps is 1 second.)	The battery voltage was beyond the normal operating voltage range of the ESC.	Check the battery voltage.
RED LED flashes rapidly after the ESC is powered on and finishes the LiPo cells detection (GREEN LED).	<ol style="list-style-type: none"> 1. No throttle signal detected. 2. The neutral throttle value differs from the ESC and transmitter. 	<ol style="list-style-type: none"> 1. Plug the ESC RX wire correctly into CH2 throttle on the receiver. 2. Re-calibrate the ESC (page 5)
The vehicle runs backward when the throttle trigger is pulled.	<ol style="list-style-type: none"> 1. The (ESC-to-motor) wiring order was incorrect. 	Swap any two (ESC-to-motor) wires.
The motor suddenly stopped or significantly reduced in power.	<ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> 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, let the ESC cool down before using it again.
The motor stuttered but couldn't start.	<ol style="list-style-type: none"> 1. Bad motor connection 2. The ESC is damaged 3. Battery "C" rating too low. 	<ol style="list-style-type: none"> 1. Check all motor connections. 2. Contact the distributor for repair. 3. Use better LIPO batteries
The vehicle could run forward (and brake), but could not reverse.	<ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> 1. Re-calibrate the ESC 2. Set the "running mode" to #2, "Forward/Reverse with Brake". 3. Contact the distributor for repair.
The car ran forward/backward slowly when the throttle trigger was at the neutral position.	<ol style="list-style-type: none"> 1. The throttle trim on transmitter improperly set. 2. The ESC was not calibrated. 	<ol style="list-style-type: none"> 1. Set the throttle trim. 2. Re-calibrate the ESC (page 5).
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.	<ol style="list-style-type: none"> 1. The ESC receiver cable isn't plugged into the correct channel on the receiver. 2. The ESC receiver cable is plugged in backwards. 	<ol style="list-style-type: none"> 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)

Exploded view (rear)

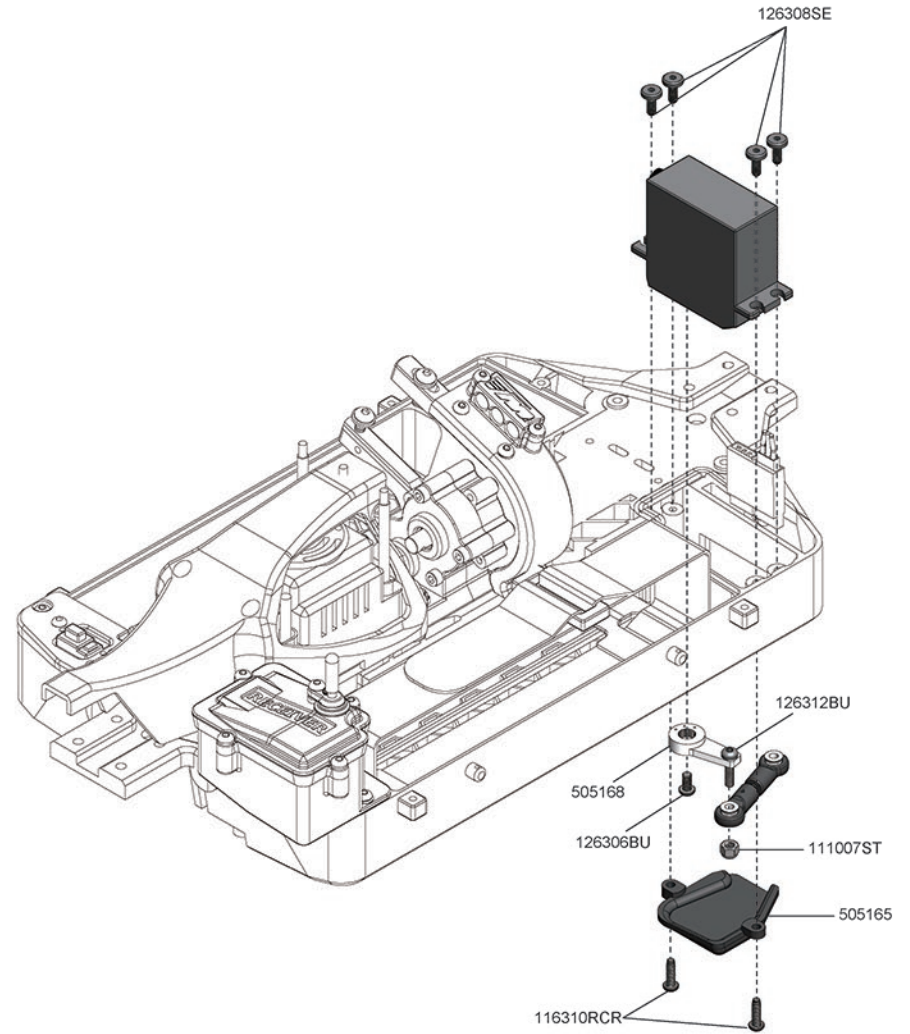
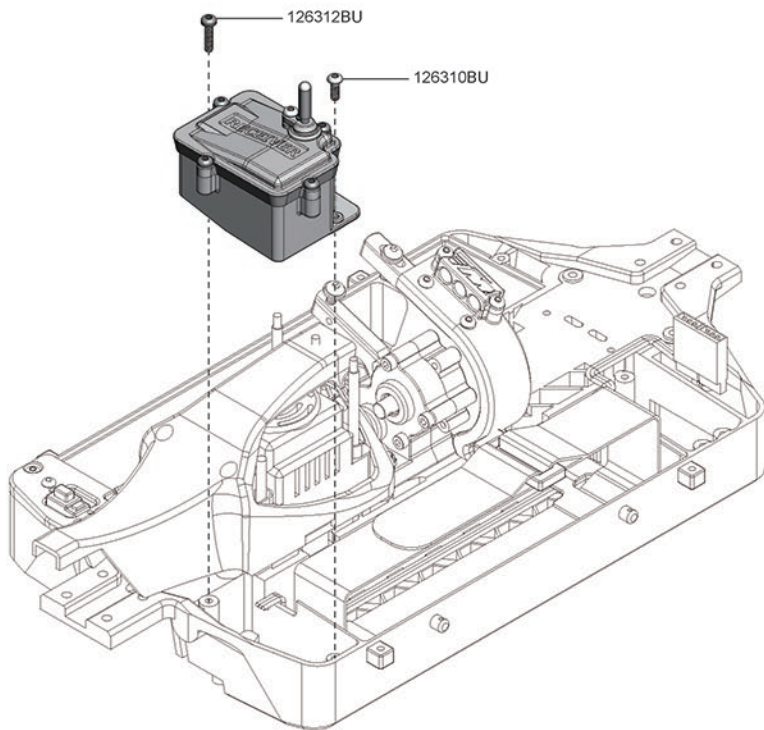




ESC Assembly & Receiver Assembly

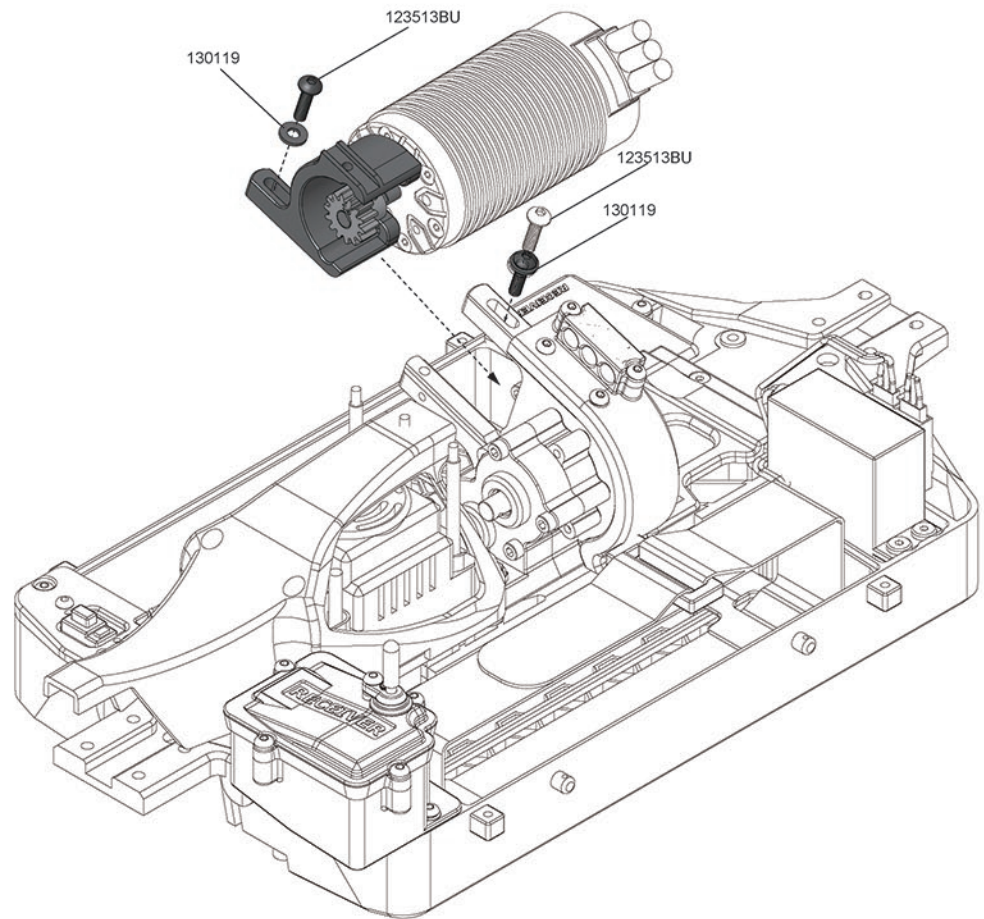
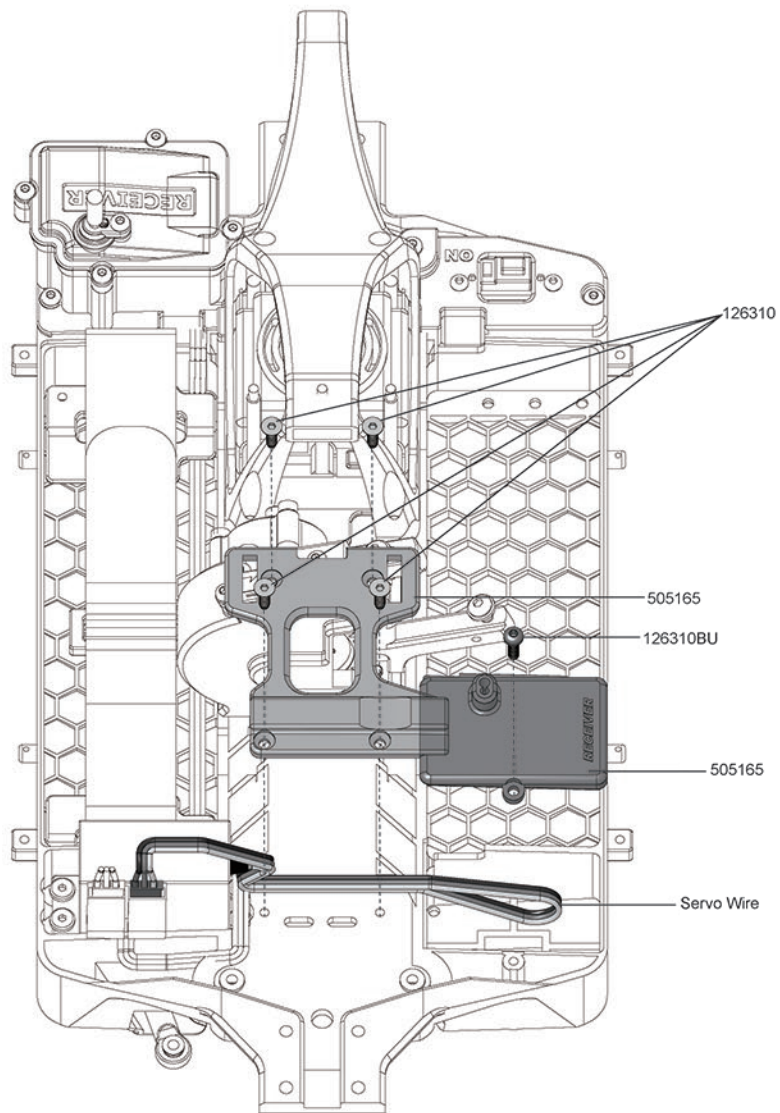


Receiver Box Installation & Servo Installation

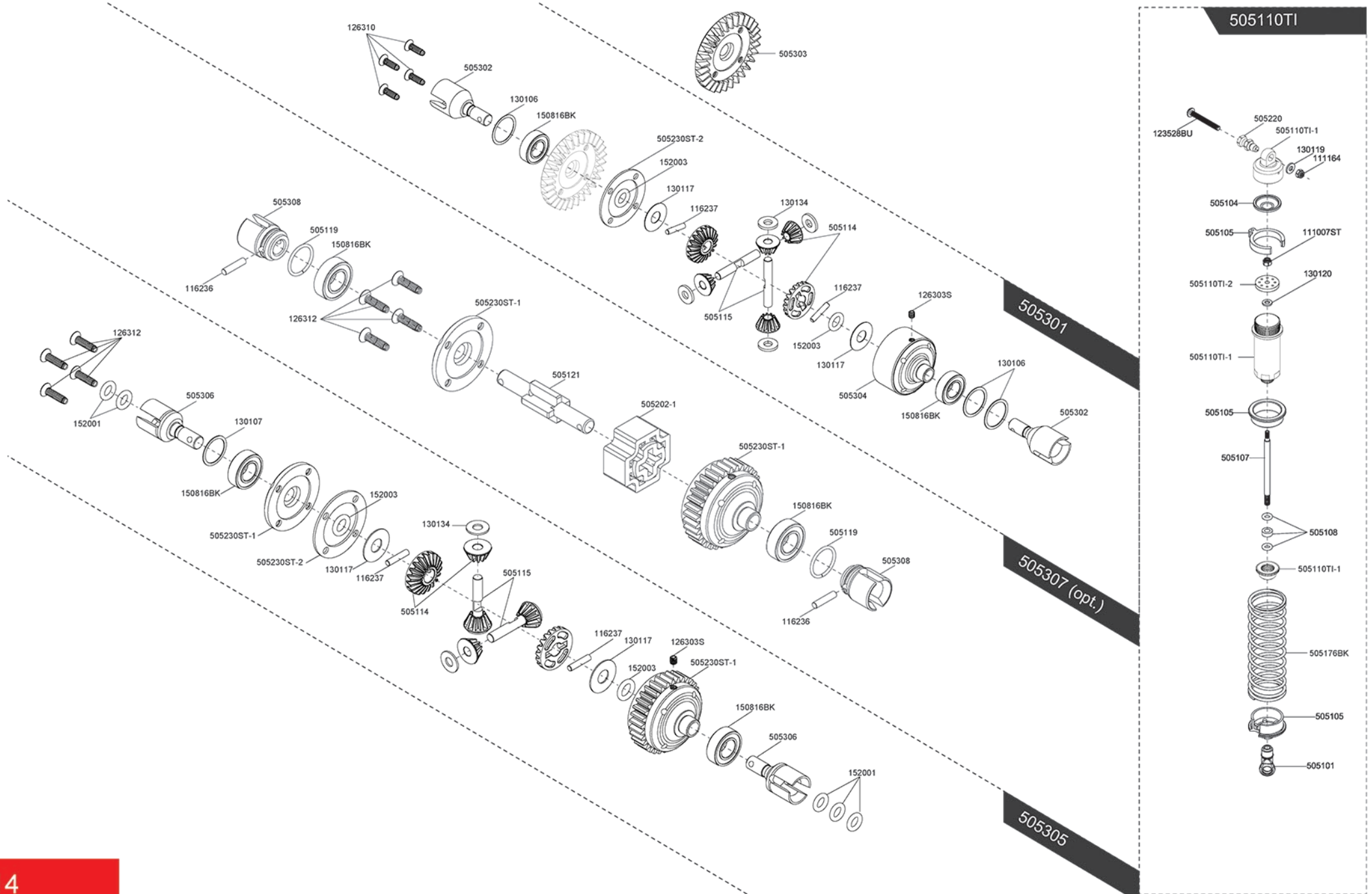




Motor Mount & Motor Assembly



Exploded view



Parts	
Item No.	Item Description
101205	R Clip R8 (10)
101206	R Clip R10 (10)
111007ST	3mm Steel Locknut (10)
111118	R5 R-clip (10)
111163	4mm Lock Nut (10)
111164	3.5mm Lock Nut (10)
111166	R8 Angled Body Clip (10)
114071	Signal Extension Cord (2)
115027BK	Ball End & 5.8mm Single Flanged Steel Ball (6) Black
115031	6.8mm Flanged Steel Ball (10)
115032	5.8mm Single Flanged Steel Ball (6)
115035	6.8mm Single Flanged Steel Ball (6)
116203	E-clip 5 (10)
116218	2.5x12.8mm Pin (10)
116232	2x13.8mm Pin (10)
116234	5x23.9mm Pin (10)
116235	2x14.8mm Pin (10)
116236	2.5x10.8mm Pin (10)
116237	2.5x11.8mm Pin (10)
116246	3.5x18.8mm Pin (10)
116310RCR	3x10mm Steel RH TP Screw (cross) (6)
116701	C-20 Clip (6)
116751	Lockpin 3x17.3mm (4)
123513BU	3.5x13mm Steel Button Head Screw (6)
123516BU	3.5x16mm Steel BH Screw (6)
123520BU	3.5x20mm Steel BH Screw (6)
123528BU	3.5x28mm Steel BH Screw (6)
126208C-5	2.5x8mm Steel Cap Screw (6)
126303S	3x3mm Set Screw (6)
126306	3x6mm Steel FH Screw (6)
126306BU	3x6mm Steel Button Head Screw (6)
126308BU	3x8mm Steel Button Head Screw (6)
126308C	3x8mm Steel Cap Screw (6)
126308SE	3x8mm Steel Flat Round Servo Mount Screw (6)
126310	3x10mm Steel F.H. Screw (6)
126310BU	3x10mm Button Head Screw (6)
126310C	3x10mm Cap Screw (6)
126312	3x12mm Steel F.H. Screw (6)
126312BU	3x12mm Button Head Screw (6)
126312C	3x12mm Cap Screw (6)
126313BU-5	3.5x13mm Steel Button Head Screw (6)
126314BU	3x14mm Button Head Screw (6)
126316BU	M3X16mm BH Screw(10)

Parts	
Item No.	Item Description
126316C	3x16mm Cap Screw (6)
126320BU	3x20mm Steel Button Head Screw (6)
126320C	3x20mm Cap Screw (6)
126320S	3x20m Set Screw (6)
126324C	3x24mm Cap Screw (6)
126330C	3x30mm Cap Screw (6)
126335C	3x35mm Cap Screw (6)
126340C	3x40mm Cap Screw (6)
126370C	3x70mm Cap Screw (6)
126385C	3x85mm Cap Screw (6)
126404S	4x4mm Set Screw (6)
126456C	4x56mm Cap Screw (6)
130106	13.2x15.9x0.1mm Shim (6)
130107	13.2x15.9x0.5mm Shim (6)
130116	3.2x8x0.7 Washer (10)
130117	6.2x15x0.3 Washer (10)
130119	3.6x8x1mm Washer (10)
130120	3x7x1mm Washer (10)
130133	8.1x12x0.5mm Shim (10)
130134	4.2x9.6x0.7mm Washer (10)
150407	4x7x2.5mm Bearing (2)
150510ST	5x10x4mm Steel Bearing (4)
150612	6x12x4mm Bearing (4)
150816BK	8x16x5mm Bearing-Black
152001	O-RING P5(10)
152003	O-RING P6(10)
152007	O-Ring P3(10)
191009	MAX-8 150A ESC for Brushless Motor (22.2V)
191010	Brushless Motor 2200KV (22.2V)
505101	Shock Pivot Ball Mount (4)
505104	Shock Bladder 17mm (4)
505105	Shock Spring Holder
505107	Shock Shaft (2)
505108	Shock O-Ring & Washer
505110TI	Alum. Shock Absorber Set (2)-TI
505110TI-1	Alum. Shock Body (2)-TI
505110TI-2	Piston (4)
505114	Differential Bevel Gear Set (for 1 diff)
505115	Differential Bevel Shaft (2)
505119	C-Clip 10.8x1.1mm (4)
505121	Center Solid Axle
505124	C-Clip 13x1.3mm (4)
505126	Differential Box

Parts	
Item No.	Item Description
505127TI	Lower Arm Mount (TI) (2)
505128	Lower Arm Hinge Pin 4x70mm (2)
505130	Upper Arm Hinge Pin 4x48mm (2)
505131	Nylon Adjuster & Pivot Ball Mount
505132TI	Shock Tower (TI)
505136	Pivot Ball (11mm) (4)
505137	Steering Block (2)
505138STI-1	Serrated Wheel Nut (2)-TI
505141	Body Post Set (F/R)
505142	Ball Cup 5.8mm (10)
505143	4x110mm Rod (2)
505144	Servo Saver Inner Post
505145	Steering Bushing
505146TI	Steering Linkage Plate-TI
505147	Servo Saver Post
505148	Servo Saver Nylon Parts
505149H	Servo Saver Spring(Hard)
505151	Reduction Gears
505152	Spur Gear Shaft
505154	Spur Gear Hub
505157S	Spur Gear-47T (CNC Machined for 6S)
505158	Spur Gear, Battery , Driveshafts Cover
505164	Double Side Tape
505165	ESC&Motor Mount , Front Nylon Cover
505166	Chassis
505168	Alum. Servo Arm (Futaba)
505176BK	Shock Spring K=1.6 (Black) (2)
505202-1	Spool Insert
505203	New Front/Rear Upper Arm Hinge Pin Mount (4)
505209	Waterproof Receiver Box
505210	Receiver Box Seal (2)
505211	Cover for Waterproof ESC
505212	Waterproof Switch Mount
505213BK	Rear Wing-BK
505214ATI	Alum. Shims for Rear Wing (2)-TI
505215	Rear Wing Support
505216	Rear Wing Support Mount
505217	New Wheelie Support (2)
505218	New Wheelie Wheel
505220	Steel Shock Pivot Ball Mount (2)
505230ST-1	Center Differential Steel Case
505230ST-2	Gasket (4)
505242	Size-up Bumper Set

Parts	
Item No.	Item Description
505243	Front LED Light
505244	Extension Cord "Y" Type
505245	Quick-released Central Box
505246-1	Body Upper Protection
505246BK	BE6S Body
505247	Lateral Body Support (2+2)
505248	Quick Released Battery Fastener /W Mount
505248-1	Single Sided Foam Tape 95x36x3mm (2)
505248-2	Battery Straps (2)
505249-1	Gear Cover
505249TI	Adjustable Motor Mount /W Cover-TI
505250TI	CNC Machined Central Gear Box-TI
505301	F/R Differential Set With Steel Case for BES
505302	F/R Differential Outdrive (2) for BES
505303	Machined Bevel Gear -29T/9T
505304	Bevel Gear Case-Metal
505305	Center Differential Set With Steel Case for BES
505306	Central Differential Outdrive (2) for BES
505307	Center Spool Set With Metal Case for BES
505308	Center Solid Axle Outdriver (2) for BES
505309	Center Joints Outdriver (2)for BES
505310	Reinforced Arm Set
505311	CVA Driveshaft (2)
505312TI-10	Alum. Splined Wheel Hubs and Nuts +10mm (2)-TI
505313BK	Mounted Tire 7.1"x4.5" Size - Splined wheel hubs (2)
505314	Central Driveshaft (2)
H6817	2.4G Transmitter w/Receiver
H6818	3 Channel 2.4G Receiver
K6602-11	M1.0 Pinion Gear for 5mm Shaft 11T
SA-SW0231	SW-0231 Waterproof Servo (15KG)

Accessory Parts	
Item No.	Item Description
HX-500030C-3S-BV2	LIPO Battery , 5000mAh 30c 11.1V
HX-300030C-3S-BV2	LIPO Battery , 3000mAh 30c 11.1V
HX-403	Hexfly HX-403 Dual Port 2S, 3S, 4S AC/DC LiPo LiFe Battery Charger

505225TI

CNC Machined Battery Holder (2)-TI



505226TI

CNC Machined Battery Holder Mount (2)-TI



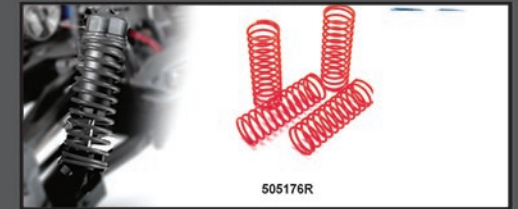
505224TI

The Fifth Wheel Multi-Angle Adjusting Mount-TI



505176R

Shock Spring K=1.6 (Red) (2)



505103A

Alum. Shock Body (2)



505227TI

Alum. Body Post (2)-TI

505227ST

Steel Body Post (2)



505214ATI

Alum. Shims for Rear Wing (2)-TI



505223TI

CNC Machined Alum. Lower Arm (2)-TI



505221TI

6.3mm CNC Machined Alum. Shock Tower (F/R)-TI



OPTIONAL PARTS



505222TI

CNC Machined Alum. Upper Arm (2)-TI



505228 (FRONT) 505229 (REAR)

CNC Machined Stainless Chassis Guard



505231BK -0 / -10 / -15

Alum. Splined Wheel Hubs and Nuts (2)-Black



505220

Steel Shock Pivot Ball Mount (2)



505245

Quick-Release Center Diff. Box



505118ST

Steel Center Solid Axle Outdriver (2)



505230ST

Center Differential Set With Steel Case



505125ST

ST Steel Center Joints Outdriver (2)

505111ST

ST Steel F/R Differential Outdrive (2)



505146TI

Steering Linkage Plate-TI

505127TI

Lower Arm Mount-TI (2)



Instruction Manual

MAN-TRMT8E-BE6S-2016.06.02

TRMT8E BE6S



To ensure that you are using the most recent version of this manual:
www.redcatracing.com/manuals/TRMT8EBE6SMANUAL.pdf