

02 Warnings

- Please make sure that all wires and parts is insulated before connecting the ESC, because short circuit will damage the ESC.
- Please connect all parts properly. Poor connection will damage the device and you would not control the vehicle normally.
- Please check power devices and instructions to ensure the matching of power is reasonable.
- Please use 60W of welding devices to weld input/output wire and the plug of the ESC to ensure reliable welding.
- Please do not run at full speed if the tire left the ground, otherwise the tire will burst and cause injury.
- The external temperature of the ESC cannot exceed 90℃/194℉. High temperature will destroy the ESC and the motor. Open the overheat protection function of the ESC.
- Please remember to disconnect the battery and the ESC. If not, the ESC will consume electric energy and the battery will be completely discharged which will lead to the failure of battery or ESC. We are not responsible for any damage caused by this!

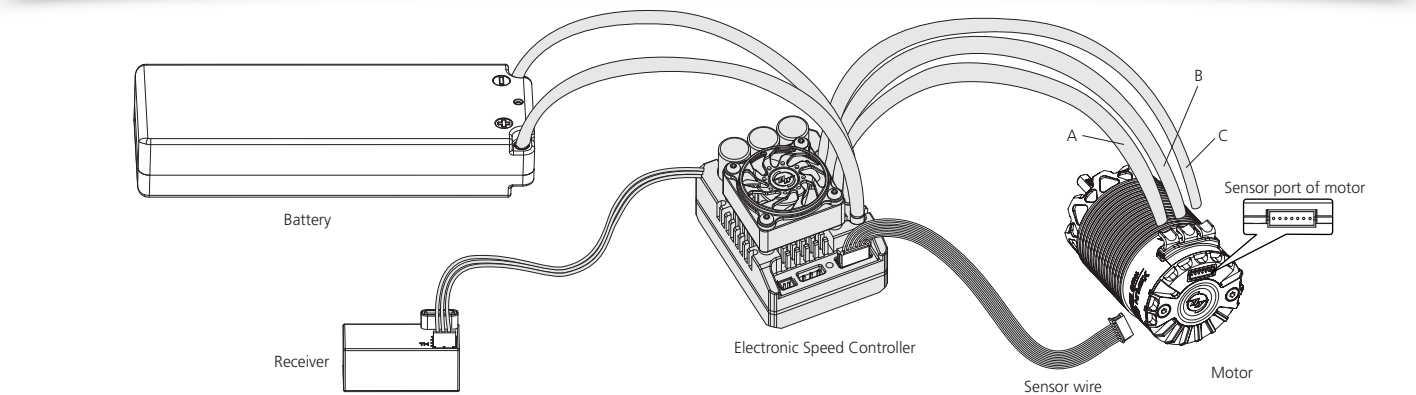
03 Features

- Built-in 5 common profiles, suitable for all 1/8 Racing, select and use instantly. (e.g. Zero timing-Blinky mode, 1/8 Off-Road Racing, 1/8 On-Road Racing, 1/8 GT Racing, 1/8 Sport mode).
- There are 29 built-in adjustable parameters to set various power requirements. The parameters can be imported and exported, which is convenient for drivers to communicate with and learn from each other.
- Support the firmware upgrade of the ESC (The multi-function LCD programming box G2 or OTA Programmer is needed to purchase). You can enjoy the latest functions.
- Support 48 degrees Boost and Turbo timing. When matching with XERUN 4268/4274 G3 motor, the Max. Speed can be promoted by 50%, easily win your rival.
- Multiple function: Low voltage protection, thermal protection of the ESC, motor and capacitor.
- Built-in switch mode BEC with a maximum output of 15A and voltage adjustable from 6V to 8.4V (step: 0.1V) for usage with servos & other devices require different voltages.
- The built-in reverse connection protection circuit of the ESC avoid the damage to the ESC due to reverse connection.
- The record function of off-line data can read the Max. Temperature and RPM of the ESC and motor by Multifunction LCD Program Box (G2) or HW Link (OTA Programmer is needed to purchase), which is convenient for driver to analyze the running of the power system.
- The record function of real-time data: Open this function by connecting the ESC with HW Link (OTA Programmer is needed to purchase) and mobile App can check throttle quantity, Voltage, Current, Temperature, RPM and other data in real time, and obtain the running status of the ESC and motor.

04 Specifications

Mode	XERUN XR8 Pro G2
Cont./Peak Current	200A/1080A
Motor Type	Sensored / Sensorless Brushless Motors
Applications	1/8 On-Road/Off-Road/Truggy Racing
Motor Limit	Brushless Motor Limit with 45 LiPo/125 NiMH: 4268/4274 Size Motor, KV<3000;
LiPo/NiMH Cells	6-12 Cells NiMH, 2-4S LiPo
BEC Output	6-8.4V Adjustable, Continuous/Peak Current: 6A/15A (Switch-mode)
Cooling Fan	Powered by the stable BEC voltage of 6-8.4V
Size/Weight	56.1(L)*42.1(W)*38.6(H)mm/ 114g(w/ wires)
Connectors	Input End: No Connectors; Output End: No Connectors
Programming Port	Multifunction LCD Program Box G2, OTA Programmer

05 Connections



- Please connect the wire correctly according to the instructions and drawing:
- Motor Wiring:**
There is difference between connection of sensored brushless motor and sensorless brushless motor. Please according to the following wiring method:
A. Connected sensored brushless motor:
There is strict wiring order from the ESC to the motor, the three A/B/C ESC wires must connect to the three A/B/C motor wires correspondingly. Next, connect the ESC sensor port and the motor sensor port with the stock 6-pin sensor cable. If you don't plug the sensor cable in, your ESC will still work in sensorless mode even if you're using a sensored motor.
Note: If the forward and backward is reverse after installing the motor, please modify "no. 11" parameters "Motor Rotation" to change the direction.
B. Sensorless Motor Wiring:
Users do not need to be worried in regards to the connectivity with the A/B/C(ESC and motor) as there is no polarity. You may find it necessary to swap two wir es if the motor runs in reverse.
 - Receiver Wiring:**
Insert the throttle control rail cable of ESC into the throttle channel (i.e. THROTTLE channel) of the receiver. Since the red line in the flat cable outputs 6-8.4v voltage to the receiver and steering servo. **Please do not supply additional power to the receiver, otherwise the electric adjustment may be damaged.**
 - Battery Wiring:**
Please make sure that the (+) pole of the ESC is connected to the (+) of the battery, and the (-) pole is connected to the (-). If connect reversely, the ESC cannot start up. (Add the picture of connecting battery here.)

06 ESC Setup

- Warning!**
This is an extremely powerful system. For your safety and the safety of those around you, we strongly recommend removing the pinion gear attached to the motor before calibrating and setting this system. It is also advisable to keep the wheels in the air when you turn on the ESC.

1 Set the throttle range

When first use the ESC or the transmitter changes "TRIM" tune, D/R, EPA and other parameters, the throttle range is need to reset. We strongly recommend to open the fail safe function of the transmitter, set the no signal protection of throttle channel("FS") to close the output or set the protection value to the throttle neutral position. Thus the motor can stop running if the receiver cannot receive the signal of the transmitter. The calibrating steps of throttle is as follows:

2 Power on/off and Beep illustration

- Illustration of power on/off: Short press the ON/OFF key to turn on the ESC in the off state, and long press the ON/OFF key to turn off the ESC.
- Beep illustration when turn on the ESC: When turn on ESC under normal conditions (i.e. it is started without pressing the SET key), the motor will emit several Beeps to indicate the LiPo cells. For example, "Beep, Beep, Beep" means 3S, "Beep, Beep, Beep, Beep" means 4S.

3 Programmable Items

Type	ID	Item	Parameters															
General Setting	1A	Running Mode	For/Brake				For/Rev/Brake				For/Rev							
	1B	Reverse Force	25%				50%				75%				100%			
	1C	LiPo Cells	Auto Calculate				2 Cells				3 Cells				4 Cells			
	1D	Cutoff Voltage	Disabled				Auto (3.3V/Cell)				5.0-13.6V (Adjust Step 0.1V)							
	1E	ESC Thermal Protection	Disabled				Enabled											
	1F	Motor Thermal Protection	Disabled				Enabled											
	1G	BEC Voltage					6.0-8.4V (Adjust Step 0.1V)											
	1H	Sensor Mode	Full Sensored				Sensored/Sensorless Hybrid											
	1I	Motor Rotation	CCW				CW											
	1J	Phase-AC Swap	Disabled				Enabled											
Throttle Control	2A	Throttle Rate Control	1-30 (Adjust Step 1)															
	2B	Throttle Curve	Linear				Customized											
	2C	Neutral Range	6%				8%				10%							
	2D	Initial Throttle Force	1-15 (Adjust Step 1)															
	2E	Coast	0-15 (Adjust Step 1)															
	2F	PWM Drive Frequency	2K	3K	4K	8K	12K	16K	24K	32K	Customized							
	2G	Softening Value	0-30° (Adjust Step 1°)															
	2H	Softening Range	0%	10%	20%	25%	30%	35%	40%	45%	55%	60%	65%	70%	75%			
Brake Control	3A	Drag Brake	0%-100%(Adjust Step 1%)															
	3B	Max. Brake Force	0%-100%(Adjust Step 1%)															
	3C	Initial Brake Force	= Drag Brake				0%-50%(Adjust Step 1%)											
	3D	Brake Rate Control	1-20 (Adjust Step 1)															
	3E	Brake Curve	Linear				Customized											
	3F	Brake Frequency	0.5K	1K	2K	4K	8K	16K	Customized									
	4A	Boost Timing	0-48° (Adjust Step 1°)															
Timing	5A	Turbo Timing	0-48° (Adjust Step 1°)															
	5B	Turbo Delay	Instant	0.05s	0.1s	0.15s	0.2s	0.25s	0.35s	0.4s	0.45s	0.5s	0.6s	0.7s	0.8s	0.9s	1.0s	
	5C	Turbo Increase Rate (deg/0.1sec)	Instant	3deg/0.1s	6deg/0.1s	9deg/0.1s	12deg/0.1s	15deg/0.1s	18deg/0.1s	21deg/0.1s	24deg/0.1s	27deg/0.1s	30deg/0.1s					
	5D	Turbo Decrease Rate (deg/0.1sec)	Instant	3deg/0.1s	6deg/0.1s	9deg/0.1s	12deg/0.1s	15deg/0.1s	18deg/0.1s	21deg/0.1s	24deg/0.1s	27deg/0.1s	30deg/0.1s					

- 1A: Running Mode:**
Option 1: Forward with Brake
Racing mode. It has only forward and brake functions.
Option 2: Forward/Reverse with Brake
This option is known to be the "training" mode with "Forward/Reverse with Brake" functions. Hobbywing has adopted the "DO UBLE-CLICK" method, that is your vehicle only brakes on the 1st time you push the thr ottle trigger forward (brake) (1st push). The motor stops when you quickly release the throttle trigger and then r e-push the trigger quickly (2nd push), only then the vehicle will reverse. The reverse function will not work if your car does not come to a complete stop. The vehicle only reverses after the motor stops. This method is for preventing vehicle from being accidentally reversed.
Option 3: Forward and Reverse
This mode is often used by special vehicles. It adopts the "SINGLE-CLICK" method. The vehicle will reverse immediately when you push the thr ottle trigger forward (brake).
1B: Max. Reverse Force:
The reverse force of the value will determine its speed. For the safety of your vehicle, we recommend using a low amount.
1C: LiPo Cells:
We strongly recommend that you set LiPo cells manually not automatically. When set automatically, the ESC can judge as 25 or 45. If the battery voltage is lower than 9.5V after power on the ESC, it will be judged as 25; if the battery voltage is between 9.5V ~ 13.6V, it will be judged as 35; if higher than 13.6V, it will be judged as 45.
1D: Cutoff Voltage:
The ESC will monitor the battery voltage all the time, once the voltage is lower than the threshold value, the ESC will reduce the power to 50% instantly and cutoff the power output in 40 seconds. When enters into voltage protection, the RED LED will single flash that repeats (☆☆, ☆☆, ☆☆, ☆.....). Please set the "Cutoff Voltage" to "Disabled" or customized protection threshold value if you are using NiMH batteries.
Option 1: Disabled
The ESC does not cut the power off due to low voltage. We do not recommend using this option when you use any LiPo battery as you will irreversibly damage the product. It is suggested to set to "Disabled" (But the battery would be damaged due to overcharged)
Option 2: Auto
The ESC calculates the corresponding cutoff voltage as per the number of LiPo cells it detects and the "3.3V/Cell" rule. For example, if the ESC detects a 45, the cutoff voltage protection threshold value is 3.5x4=14.0V.
Option 3: Customized
The customized cutoff threshold is a voltage for the whole battery pack (adjustable from 5.0V to 13.6V). Please calculate the value as per the number of LiPo cells you are using. For example, when you use a 4S and you want the cutoff voltage for each cell is 3.0V, you will need to set this item to 12V (3.0*4)
1E: ESC Thermal Protection:
The output from the ESC will be cut off with the value you have preset. The GREEN LED flashes (☆☆, ☆☆, ☆☆) when the ESC temperature reaches to the preset value. The output will not resume until the ESC temperature gets down.
Warning! Please do not disable this function unless you're in a competition. Otherwise the high temperature may damage your ESC and even your motor.
1F: Motor Thermal Protection:
The GREEN LED flashes (☆☆☆, ☆☆☆, ☆☆☆) when the motor temperature reaches to the preset value. The output will not resume until the motor temperature gets down.
Warning! Please do not disable this function unless you're in a competition. Otherwise the high temperature may damage your motor and even your ESC. For non-Hobbywing motor, the ESC may get this protection activated too early/late because of the different temperature sensor inside the motor. In this case, please disable this function and monitor the motor temperature manually.
1G: BEC Voltage:
BEC voltage can be adjusted between 6.0-8.4V. 6.0V is applicable to common servo. If use high-voltage servo, set to higher voltage according to voltage marking of servo.
Warning: The setting BEC voltage should not be higher than the max. voltage of common servo, otherwise it will damage the servo or ESC.
1H: Sensor Mode:
Option 1: Full Sensored
If use XERUN 4268/74-G2/G3 motor, it can set to full sensor mode. The power system will work in the "sensored" mode at all times. The efficiency and drivability of this mode is at the highest. And Boost+ Turbo timing can be used and get erupting power.
Option 2: Sensored/Sensorless Hybrid
This is universal driving mode of current 1.8 power system. The ESC operates the motor in sensored mode during the low-speed start-up process, followed by switching to operating the motor in the "sensorless" mode when the RPM is increased.

- 1I: Motor Rotation:**
With the motor shaft faces you (the rear end of the motor is away from you), increase the throttle input, the motor (shaft) will rotate in the CCW/CW direction if the "Motor Rotation/Direction" set to "CCW/CW". Generally, the vehicle runs forward when the motor (shaft) rotates in the CCW direction. However, some vehicles only run forward when the motor rotates in the CW direction due to the different chassis design. In that case, you only need to set the "Motor Rotation/Direction" to "CW".
- 1J: Phase-AC Swap:**
If the A/C wire of ESC connect to A/C wire of motor with crossed way (A wire of ESC connects to C wire of motor, C wire of ESC connects to A wire), set this item as Enable.
Warning! When A/B/B/C wire of ESC connect to A/B/B/C wire of motor correspondingly, do not set to Enable. Otherwise it will damage the ESC and motor.
- 2: Throttle Rate Control:**
This item is used to control the throttle response. It can be adjustable from 1 to 30 (step: 1), the lower the throttle rate, the more the limit will be on the throttle response. A suitable rate can help driver to control his vehicle properly during the starting-up process. Generally, you can set it to a high value to have a quick throttle response if you are proficient at throttle control.
- 2B: Throttle Curve:**
The throttle curve parameter reconciles the position of the throttle trigger (in throttle zone) and the actual ESC throttle output. It is linear by default and we can change it to non-linear via adjusting the throttle curve. For example, if adjust it to +EXP, the throttle output at the early stage will be higher (than the output when the curve is linear); if it is adjusted to -EXP, the throttle output at the early stage will be lower (than the output when the curve is linear).
- 2C: Neutral Range:**
As not all transmitters have the same stability at "neutral position", please adjust this parameter as per your preference. You can adjust to a bigger value when this happens.
- 2D: Initial Throttle Force:**
It also called as minimum throttle force. You can set it according to wheel tire and traction. If the ground is slippery, please set a small throttle force.
- 2E: Coast:**
The RPM of the motor will be lowered gradually when throttle is reduced. The vehicle will not reduce speed abruptly when the throttle is reduced to return to the neutral position. The bigger the value, the more the "COAST" will be felt. Example, COAST of 0 deactivates, and a COAST of 20% would be the maximum amount of COAST.
The advantages of COAST:
When a vehicle has a larger final drive ratio, the tendency of having a "drag" feel is higher. The "COAST" technology is to allow the car to roll (coast) even when the final drive ratio is high. The Coast function brings better and smoother control feeling to racers. Some drivers will refer to this to the traditional brushed motors.
Note: The "Coast" will be void (even if you set it to any value besides 0) if the above "drag brake" is not "0%".
- 2F: PWM Drive Frequency:**
The acceleration will be more aggressive at the initial stage when the drive frequency is low; a higher drive frequency is smoother but this will create more heat to the ESC. If set this item to "Customized", then the PWM frequency can be adjusted to a variable value (which ranges from 2K to 32K) at any 0-100% throttle input. Please choose the frequencies as per the actual test results of your vehicles.
- 2G: Softening Value:**
It allows users to fine-tune the bottom end, change the driving feel, and maximize the driving efficiency at different track conditions. The higher the "Softening Value", the milder the bottom end. In Modified class, drivers often feel the power of the bottom end is too aggressive. Little throttle input usually brings too much power to the car and make it hard to control at the corners, so HOBBYWING creates this softening function to solve the issue.
- 2H: Softening Range:**
It's the range to which "Softening Value" starts and ends. For example, 0% to 30% will be generated when the user pre-programs the "Softening Range" at a value of 30%.
- 3A: Drag Brake Force:**
It is the braking power produced when releasing from full speed to neutral position. This is to simulate the slight braking effect of a neutral brushed motor while coasting.
- Max. Brake Force:**
This ESC provides proportional braking function; the braking effect is decided by the position of the throttle trigger. It sets the percentage of available braking power when full brake is applied. Large amount will shorten the braking time but it may damage your pinion and spur.
- 3C: Initial Brake Force:**
It is also known as "minimum brake force". It is the force when pushing throttle trigger from neutral zone to the initial brake position. To get a smoother braking effect, the default is equal to the drag brake.
- 3D: Brake Rate Control:**
It's adjustable from 1 to 20 (step: 1), the lower the brake rate, the more limit on the brake response. A suitable rate can aid the driver to brake his vehicle correctly. Generally, you can set it to a high value to have a quick brake response.
- 3E: Brake Curve:**
This item is used for regulating the relation between the throttle range in brake zone and the brake force. The default setting is linear. You can change it to non-linear via a LCD program box and a PC (HOBBYWING USB LINK software needs to be installed on the PC.) for different braking effect.
- 3F: Brake Frequency:**
The brake force will be larger if the frequency is low; you will get a smoother brake force when the value is higher. If set this item to "Customized", then the brake frequency can be adjusted to a variable value (which ranges from 0K to 16K) at any 0-100% throttle input, please choose the frequencies as per the actual test results of your vehicles.
- 4A: Boost Timing:**
It is effective within the whole throttle range; it directly affects the car speed on straightaway and winding course. The ESC adjusts the timing dynamically as per the throttle amount in the operation. The Boost Timing is not constant but variable.
- 4B: Turbo Timing:**
This item is adjustable from 0 degree to 48 degrees, the corresponding turbo timing (you set) will initiate at full throttle. It's usually activated on long straightaway and makes the motor unleash its maximum potential.
- 5B: Turbo Delay:**
When "TURBO DELAY" is set to "INSTANT", the Turbo Timing will be activated right after the throttle trigger is moved to the full throttle position. When other value(s) is applied, you will need

- to hold the throttle trigger at the full throttle position (as you set) till the Turbo Timing initiates.
- 5C: Turbo Increase Rate (deg/0.1sec):**
This item is used to define the "speed" at which Turbo Timing is released when the trigger condition is met. For example, "6 degs/0.1sec" refers to the Turbo Timing of 6 degrees that will be released in 0.1 second. Both the acceleration and heat is higher when the "Turbo increase rate" is of a larger value.
 - 5D: Turbo Decrease Rate (deg/0.1sec):**
After the Turbo Timing is activated and the trigger condition turns to not be met (i.e. vehicle slows down at the end of the straightaway and gets into a corner, full throttle turns to partial throttle, the trigger condition for Turbo Timing turns to be not met, if you disable all the Turbo Timing in a moment, an obvious slow-down like braking will be felt and cause the control of vehicle to become bad. If the ESC can disable the Turbo Timing at some "speed", the slow-down will be linear and the control will be improved.
Warning! Boost Timing & Turbo Timing can effectively improve the motor efficiency, they are usually used in competitions. Please take some time to read this manual and then set these two items carefully, monitor the ESC & motor temperatures when you have a trial run and then adjust the Timing and FDR accordingly as aggressive Timings and FDR may cause your ESC or motor to be burnt.
Note: Parameters 5A-5D only has function when you set the "Drive Mode" to "Full Sensored".

4 Preset modes

In order to make one firmware applicable to all different racing conditions, there are 5 groups of preset modes in the ESC. Users are able to change the settings of the modes provided and match suitable gear ratio. Plug-and -screw. Users can change the settings as per the control feel, track, and rename the setting mode. For example, the name can be changed from "1/8 Off-Road" to "NC2020-1900" to indicate the NC2020 uses 1900KV. This can be saved for future reference as well.

Preset Modes for Different Racing:		
Mode #	Modes/Profiles	Applications
1	Zero Timing	Applicable for various STOCK Racing that the ESC must use Zero Timing (Blinky Mode)
2	1/8 Off-Road	Applicable for 1/8 Off-Road / Truck Racing
3	1/8 On-Road	Applicable 1/8 On-Road Racing
4	1/8 GT	Applicable 1/8 GT Racing
5	1/8 Sport	Applicable for 1/8 Sport/Entertainment

Default Settings of Different Preset Modes:							
Type	ID	Item	Zero Timing	1/8 Off-Road	1/8 On-Road	1/8 GT	1/8 Sport
General Setting	1A	Running Mode	For/Brake	For/Brake	For/Brake	For/Brake	For/Rev/Brake
	1B	Reverse Force	25%	25%	25%	25%	25%
	1C	LiPo Cells	Auto Calculation	Auto Calculation	Auto Calculation	Auto Calculation	Auto Calculation
	1D	Cutoff Voltage	Auto	Auto	Auto	Auto	Auto
	1E	ESC Thermal Protection	Enabled	Enabled	Enabled	Enabled	Enabled
	1F	Motor Thermal Protection	Enabled	Enabled	Enabled	Enabled	Enabled
	1G	BEC Voltage	6.0V	6.0V	6.0V	6.0V	6.0V
	1H	Sensor Mode	Full Sensored	Full Sensored	Full Sensored	Full Sensored	Full Sensored
	1I	Motor Rotation	CCW	CCW	CCW	CCW	CCW
	1J	Phase-AC Swap	Disabled	Disabled	Disabled	Disabled	Disabled
Throttle Control	2A	Throttle Rate Control	30	15	25	20	20
	2B	Throttle Curve	Linear	Linear	Linear	Linear	Linear
	2C	Neutral Range	8%	8%	8%	8%	8%
	2D	Initial Throttle Force	2%	1%	3%	2%	2%
	2E	Coast	0%	0%	0%	0%	0%
	2F	PWM Drive Frequency	4K	12K	8K	8K	4K
	2G	Softening Value	0°	0°	0°	0°	0°
	2H	Softening Range	0%	0%	0%	0%	0%
Brake Control	3A	Drag Brake	0%	0%	5%	5%	0%
	3B	Max. Brake Force	100%	75%	60%	75%	100%
	3C	Initial Brake Force	=Drag Brake	=Drag Brake	=Drag Brake	=Drag Brake	=Drag Brake
	3D	Brake Rate Control	20	15	20	15	20
	3E	Brake Curve	Linear	Linear	Linear	Linear	Linear
Timing	3F	Brake Frequency	2K	4K	2K	2K	2K
	4A	Boost Timing	0°	0°	0°	0°	0°
	5A	Turbo Timing	0°	15°	10°	0°	0°
	5B	Turbo Delay	Instant	0.1	0.15	0.1	0.1
	5C	Turbo Increase Rate (deg/0.1sec)	12	12	15	12	12
5D	Turbo Decrease Rate (deg/0.1sec)	18	18	18	18	18	