

1953 Chevrolet COE Custom Hauler

OFFICIAL
LICENSED PRODUCT**Radio Certifications:**

CE: GTS2023060192EV1

FCC ID: 2A2UNRTX4C00

IC: 24025-RTX4C00

INCLUDED**COE Custom Hauler:** Assembled with electronics**Radio System:** 2.4GHz**Accessories:** Loading Ramps, Chock Blocks & Straps**REQUIRED****Rechargeable Battery:** 2S LIPO Battery / 6-Cell NiMH Battery**Battery Charger:** Suitable for battery being used**Transmitter Batteries:** Four AA batteries**ONLINE MANUAL:**

- To view the most recent full length manual with ESC guide, radio guide, exploded views and parts lists, go to:
www.redcatracing.com/pages/manuals



Warnings

AGE WARNING! You must be 14 years of age or older to operate this vehicle. It is the buyer's responsibility to ensure that this product is safely operated. This radio controlled (RC) vehicle is not a toy. It is the responsibility of the parents or guardian to ensure that minors receive appropriate guidance and supervision when operating or working on this product.

The buyer assumes all risks associated with the use of this product. Namero LLC d/b/a Redcat Racing and their retail partners, dealers, distributors, manufactures and affiliates cannot control the use and operation of this product and as such shall not be held responsible or liable for any injury, accident or damage resulting from the use of this product.

Always perform a prerun inspection to ensure that there is no damage and that all screws and wheel nuts are secure. If damage is found, repair or replace prior to use.

Fully read all instructions, manuals and warnings that come with your RC vehicle and any accessories required to operate the product.

Never operate your RC vehicles on public roads, near bystanders, children, pets other animals. Never lose sight of your vehicle while it is in operation and always leave a safe distance around your RC vehicles when driving so that in the event you lose control you don't damage the vehicle, hurt yourself or others. Always keep clear of the wheels or other moving parts on the vehicle and never attempt to pick up the vehicle if the wheels are in motion. Do not attempt to touch the motor, ESC, battery or other electrical components during or immediately after use as these items will get hot during operation.

Always allow the vehicle time to cool down between runs. Overheating the electronics can shorten the life of your electronic components.

Never leave the battery connected when not in use and store batteries in accordance with the manufactures instructions.

Never leave a battery unattended while being charged. Never charge batteries while they are inside of the RC vehicle.

There is a risk of fire and explosion when dealing with batteries. Rechargeable batteries may become hot and catch fire if left unattended, charged too quickly, charged too often, if overcharged, if over discharged or if previously damaged. Never charge at a rate higher than 1C. (2000Mah pack = 2 amp charge rate). Always use a LIPO safe charging pouch when charging LIPO batteries. Only use a LIPO specific charger when charging LIPO batteries.

Never use a LIPO battery that has previously overheated and/or shows signs of damage or swelling. If you suspect the battery to be damaged, immediately discontinue use and properly dispose of the battery. Never dispose of a LIPO battery with regular trash, check with local authorities for proper disposal.

Always check the ESC settings to ensure that they match the battery type during operation. If using a LIPO battery, the ESC must be set to LIPO or damage may occur.

Never mix old and new batteries. Do not change or charge batteries in a hazardous location. Do not mix alkaline, lithium, standard (carbon zinc), or rechargeable (NiMH, cadmium) batteries.

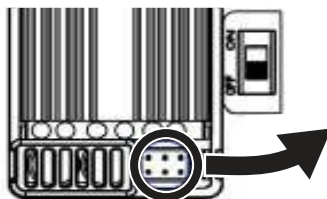
If you do not agree with or are unable to follow these warnings and are not willing to accept full and complete liability for the use of this RC product; immediately return the product to your place of purchase in new and unused condition.

Start Up

Attention: The ESC is set to LIPO from the factory.

Note: When using a LIPO battery, the ESC jumper clip **MUST** be set to LIPO or damage to the battery may occur.

Note: If using a NiMH battery, the ESC jumper clip must be set to NiMH.



**RUNNING
MODE**

F/B/R F/B F/R

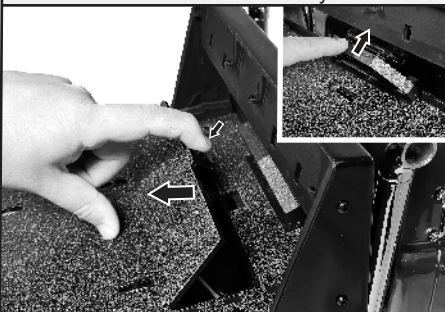
BATTERY

LiPo NIMH

1. Insert 4 brand new AA batteries into the controller. Be sure to line up the positive (+) side of the battery with the (+) mark inside the battery compartment. (see above warnings)



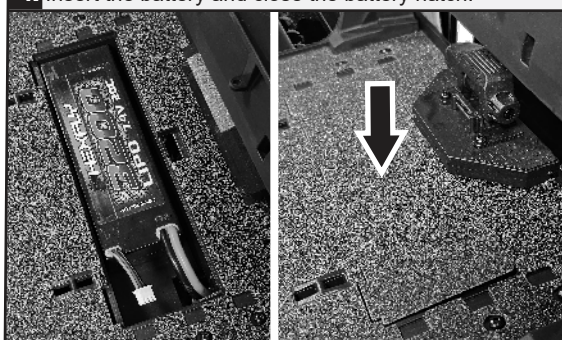
2. Rotate the winch up to reveal the battery cover's latch. Remove the battery cover.



3. Plug in a fully charged battery pack.



4. Insert the battery and close the battery hatch.



5. Turn on the radio.



6. Reach through the front of the bed & turn on the ESC.



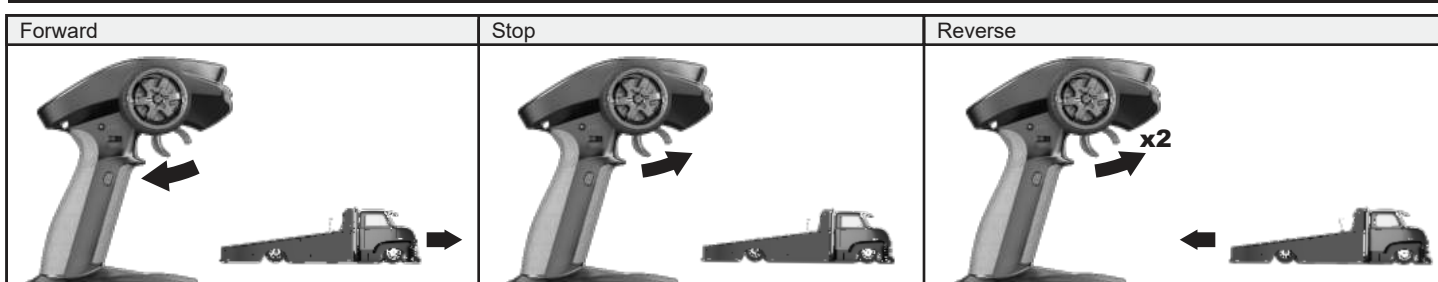
The ON/OFF switch is fastened to the front of the bed, behind the cab.



Steering

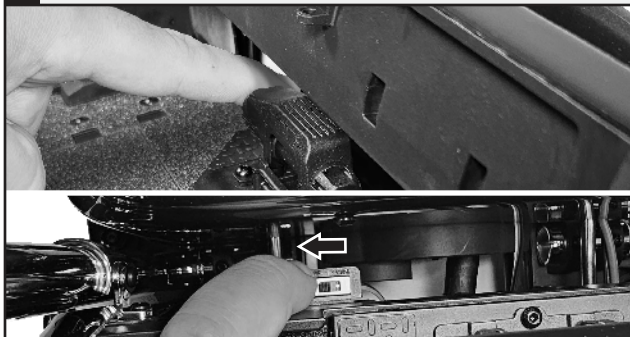


Throttle



Shut Down

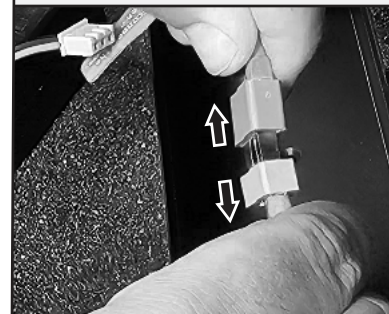
1. Turn off the vehicle.



2. Turn off the radio.



3. Unplug and remove the battery from the vehicle.

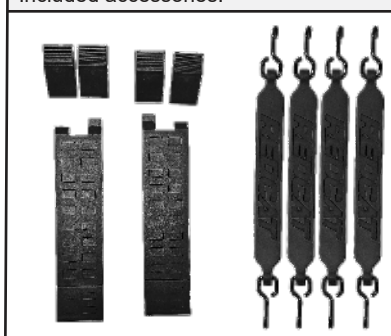


Included Accessories

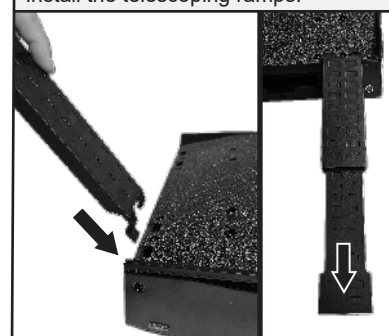
The wheel center caps need to be installed. Screw each of the front (2) center caps onto the front axles and each of the rear (2) center caps onto the rear axles.



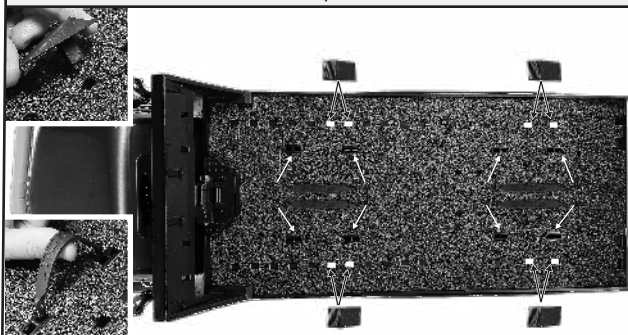
Included accessories.



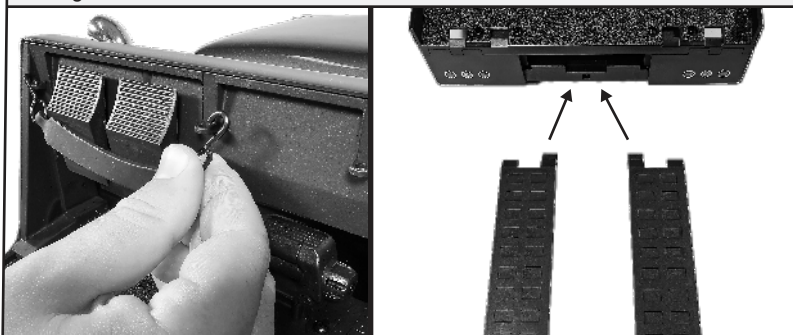
Install the telescoping ramps.



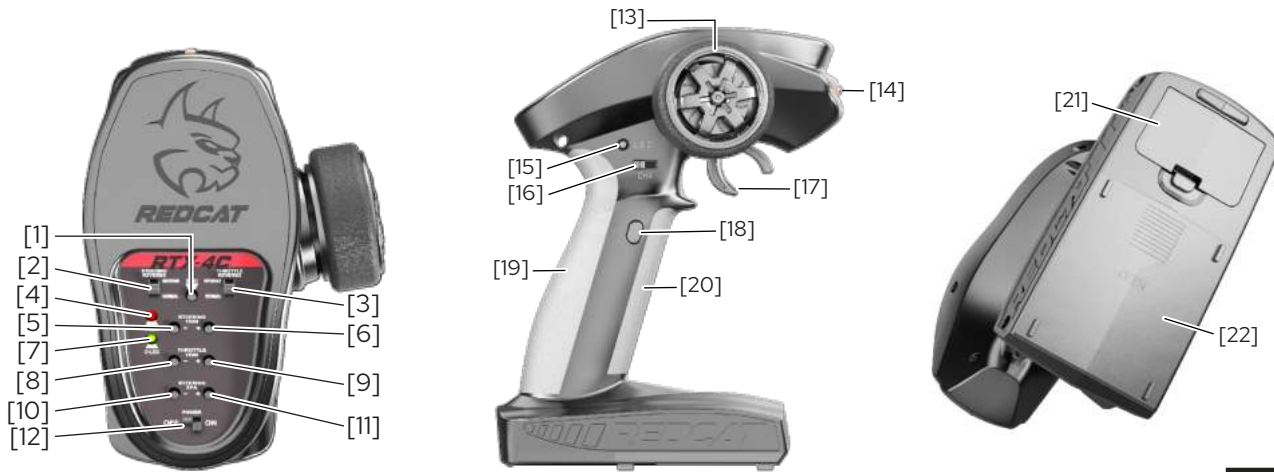
Install the wheel chocks and straps.



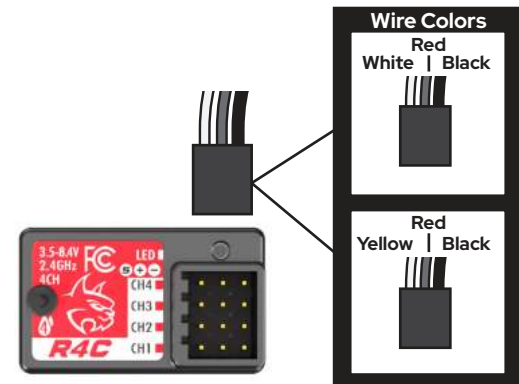
Storing the accessories.



RTX-4C Radio Guide



1. Bind Button	12. Power Switch
2. Steering Reverse	13. Steering Wheel. (CH1)
3. Throttle Reverse	14. LED Light
4. Power Indicator LED - RED (R. LED)	15. LED Light (ON/OFF) Button
5. Steering Trim (-)	16. Three Position Switch (CH4)
6. Steering Trim (+)	17. Throttle Trigger (CH2)
7. Status Indicator LED - Green (G.LED)	18. Button (CH3)
8. Throttle Trim (-)	19. Rubber Grip Rear
9. Throttle Trim (+)	20. Rubber Grip Front
10. Steering End Point Adjustment (-) (EPA)	21. Tool & Spare Parts Compartment
11. Steering End Point Adjustment (+) (EPA)	22. Battery Compartment - 4 AA Batteries



Compliance & Warnings

DoC Declaration: Hereby, [Redcat Racing] declares that the Radio Equipment [RTX-4C] is in compliance with RED 2014/53/EU. The full text of the EU DoC is available at the following internet address: www.flysky-cn.com.

CE: GTS2023060192EV1
FCC ID: 2A2UNRTX4C00
IC: 24025-RTX4C00

Warning: The antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co-located or operating in conjunction with any other transmitter. End-users and installers must be provided with antenna installation instructions and transmitter operating conditions for satisfying RF exposure compliance.

FCC: 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 or more 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.

To assure continued compliance, any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this equipment.

This equipment 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 operation.

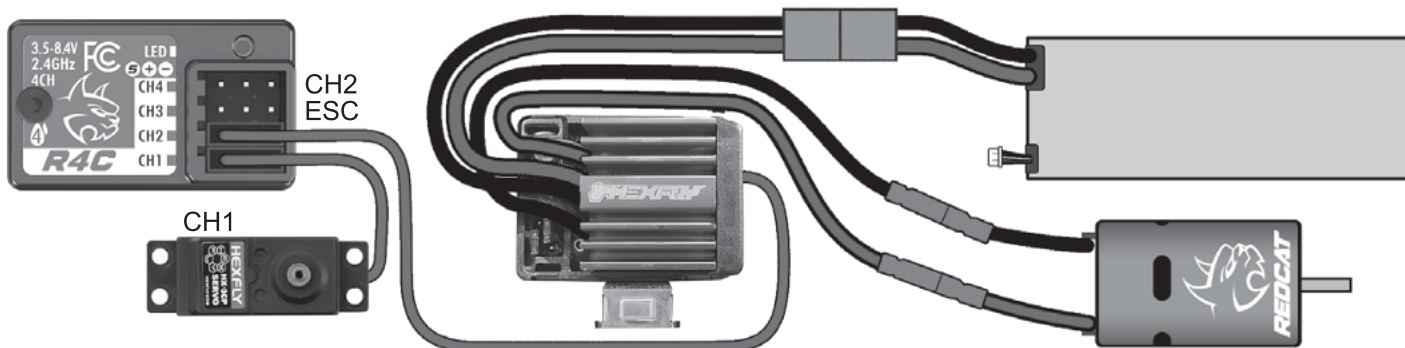
This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:

- (1) This device may not cause interference.
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

Caution!

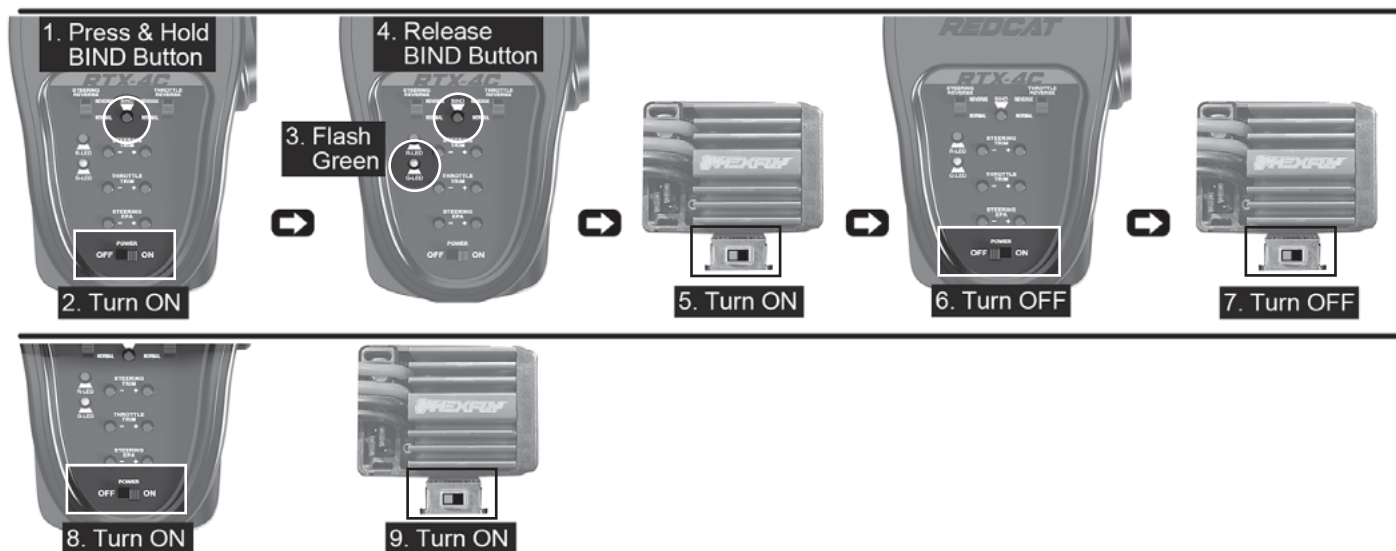
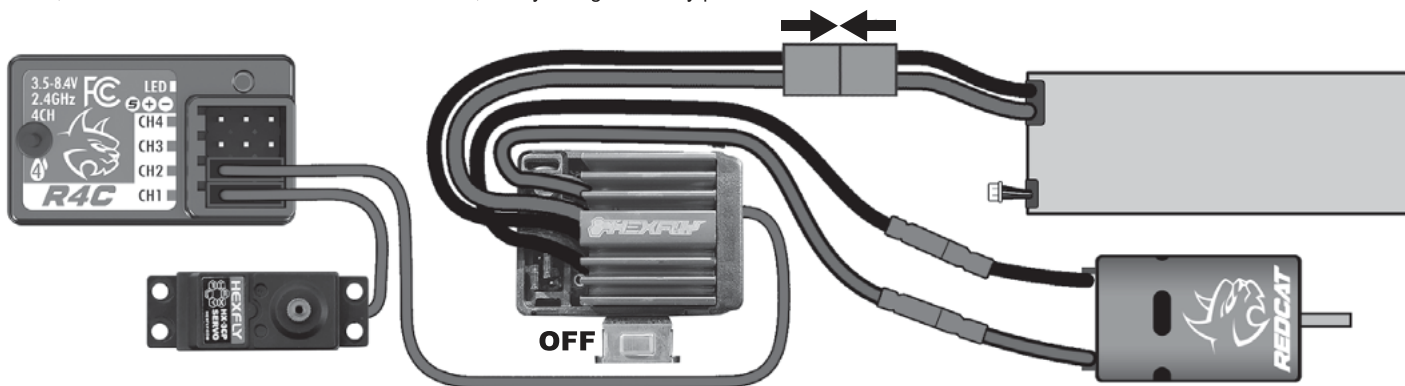
- The manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user authority to operate the equipment.
- The 2.4GHz radio band is limited to line of sight. Always keep your model in sight as a large object can block the RF signal and lead to loss of control.
- To ensure the best signal quality make sure that the receiver antenna is mounted perpendicular to the model body in an upright position. Be sure the receiver antenna is not touching or right next to conductive materials, such as metal or carbon fiber.
- Low battery alarm: When the battery is lower than 4.2v, the G.LED on the transmitter panel will flash slowly. Turn off the vehicle and stop operation immediately when the batteries are low. Replace the transmitter batteries with (4) new AA batteries before further use.
- Do not cut, kink, damage or alter the antennas at any time. If an antenna is damaged, stop use immediately.

Receiver Connections



Binding Process

NOTE: The radio is already bound from the factory and only needs to be done if the receiver can't find the radio's signal. Before attempting to bind the radio, be sure there are new batteries in the radio, a fully charged battery pack in the vehicle and that both are turned on.



Calibration

This function is used to set the neutral position for the throttle trigger and steering wheel.

Every transmitter is calibrated before leaving the factory, however if recalibration is required, please follow these steps:

1. Turn and hold the wheel as far clockwise as it will turn, move the throttle trigger to the full reverse position and turn on the transmitter. If done correctly, both Red and Green LEDs will double flash on and off.
2. Calibrate wheel: Turn the wheel completely clockwise, then completely counterclockwise.
 - When calibration is completed the Red LED will turn off.
3. Trigger calibration: Pull the trigger to the full throttle position.
 - When calibration is completed the Green LED will turn off.
4. Once calibration is complete press the bind button to save the settings and exit calibration mode.

Radio Functions

-CHANNEL DESCRIPTION-

The transmitter outputs a total of 4 channels, which are allocated as follows:

CH1: Steering Wheel

CH2: Throttle Trigger

CH3: Accessory Button (2 Position button)

CH4: Accessory Switch (3 Position Switch)

Note: By default the output of CH3 is in the position of 1000us. Pressing the button will toggle between 1000 and 2000us.

-CHANNEL REVERSE-

This function is used to adjust each channel's direction of movement in relation to its input. The STEERING REVERSE and THROTTLE REVERSE switches directly effect CH1 and CH2. If the switch is up, the channel is reversed. If the switch is down, the channel is in its normal orientation.

-TRIMS-

The STEERING TRIM buttons are used to center the steering servo (CH1). If the vehicle steers without transmitter steering input, use these buttons to adjust the vehicle so that it drives straight without steering input from the transmitter. STEERING TRIM can be multiplexed to trim CH3 and CH4. For multiplexing instructions, refer to the [Mode Switching] section.

The THROTTLE TRIM buttons are used to ensure the vehicle remains still while there is no transmitter throttle input (CH2). If the vehicle drives forward or backward without transmitter throttle input, use these buttons to trim the throttle until the vehicle is completely still.

Adjustment range: -120us - + 120us, each step is 4us.

STEERING TRIM + / THROTTLE TRIM +: Increases adjustment steps.

STEERING TRIM- / THROTTLE TRIM -: Decreases adjustment steps.

LED Indicator:

- While using the trim buttons, the G.LED flashes slowly on short presses and quickly on long presses.
- When the trim adjustment value is in the neutral position, the G.LED will flash twice slowly.
- When the trim adjustment value is at its maximum setting (+ 120us / -120us), the G.LED will no longer flash with each press of the button, indicating it is at its maximum value.

-END POINT ADJUSTMENTS (EPA)-

STEERING EPA is used to set the steering servo's maximum amount of travel. This is used to ensure the steering servo provides enough throw to steer the front wheels to their maximum capacity without damaging the servo. To set the steering end points, press the "STEERING EPA (-)" button several times, then turn and hold the transmitter's steering wheel all the way to one side. Gradually press the "STEERING EPA (+)" button until front wheels have reached their maximum steering capacity. If you hear the steering servo buzzing, press the "STEERING EPA (-)" until the buzzing stops.

The end point adjustments can be multiplexed to adjust CH2 (throttle), CH3 and CH4. For multiplexing instructions, refer to the [Mode Switching] section.

Adjustment range: 0-120%(the default is 100%), the step value is 5%.

STEERING EPA +: Increases servo travel.

STEERING EPA -: Decreases servo travel.

LED Indicator:

- When using the trim keys the G.LED will flash slowly on short presses and quickly on long presses.
- When the end point adjustment value is at its maximum setting, the G.LED will no longer flash with each press of the button.

-MODE SWITCHING-

This function is for reusing the STEERING TRIM and STEERING EPA buttons for different channels. Refer to the [Trims] and [END POINT ADJUSTMENTS (EPA)] sections above to view their effect on the vehicle.

Function settings:

After turning on the transmitter, quickly press the Bind button twice (within 1 second) to cycle through modes 1, 2, 3, and 4. The default setting when powered on is mode 1.

Mode 1: G.LED flashes slowly once, STEERING TRIM adjusts CH1 and STEERING EPA adjusts CH1.

Mode 2: G.LED flashes twice slowly, STEERING TRIM adjusts CH1 and STEERING EPA adjusts CH2.

Mode 3: G.LED flashes three times slowly, STEERING TRIM adjusts CH3 and STEERING EPA adjusts CH3.

Mode 4: G.LED flashes slowly four times, STEERING TRIM adjusts CH4 and STEERING EPA adjusts CH4.

-FAILSAFE-

This function dictates what the receiver will do in the event that it loses signal from the transmitter, this includes servo position, throttle position, etc.

Function settings:

1. Turn on the transmitter and make sure it is connected to the receiver.

2. Hold the control surface at the desired failsafe position.

3. Press and hold the bind button for 3 seconds, the G.LED will flash for 2 seconds, indicating that the settings were saved.

Note: The failsafe function is not set at the factory by default. If no failsafe setting has been set, the receiver will maintain the output of the last signal when the signal is lost. Failsafe is intended as a safety measure during transmitter signal loss and will not work if the receiver loses power.

-BEGINNER MODE-

Beginner mode is designed for the people who are new to the hobby.

In this mode the throttle is limited to 50 percent and the channel range defaults are set to 1250~1500~1750us.

Function settings:

To switch between beginner and normal modes, press and hold the CH3 button while turning the steering wheel completely counterclockwise, as far as it can go. While holding, turn on the transmitter.

Note: By default, the system is set to normal mode. When set to beginner mode, the G.LED will double flash for 3 seconds after turning on the transmitter.

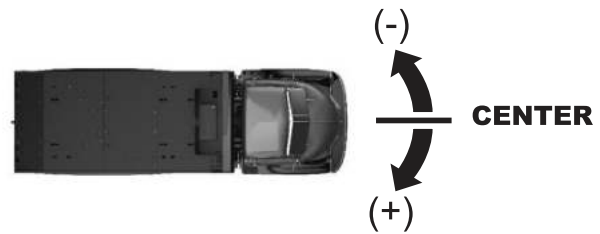
Radio Adjustments

Servo Reverse



While driving away from you, if the vehicle steers to the left while you steer the controller to the right, reverse channel 1 by flipping the switch labeled "STEERING REVERSE". The switch labeled "THROTTLE REVERSE" is for reversing throttle orientation.

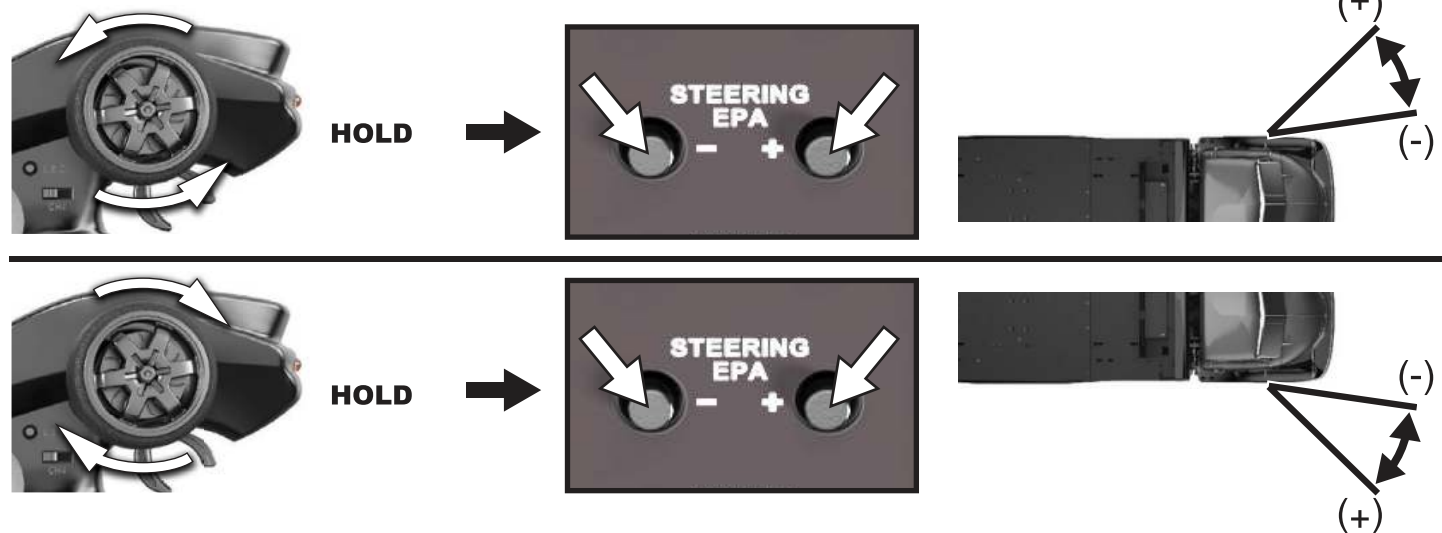
Steering Trim - Steering Neutral



Throttle Trim - Throttle Neutral



Steering EPA - Maximum Steering End Point Adjustment



ESC GUIDE



Specs:

Model:	WP-1040-BRUSHED-Crawler-V4
Cont./Peak Current:	40A / 180A
LIPO/NiMH Cells:	2-3S LIPO / 5-9 Cells NiMH
Applications:	1/10th Vehicles
Motor Limit 2S LiPO / 5-6 Cells NiMH:	540/550 Size Brushed Motor $\geq 12T$
Motor Limit 3S LiPO / 7-9 Cells NiMH:	540/550 Size Brushed Motor $\geq 17T$
Built in BEC:	7.4V @ 5A (Switch-mode)
Size / Weight:	46.5mm x 37.5mm x 27.5mm / 67g

FEATURES:

Waterproof and dust-proof for all weather conditions. (Note: Be sure to clean and dry ESC and connections after wet use to avoid rust.) The ESC is specially programmed for crawlers, which guarantees excellent throttle and brake linearity as well as superior control. 3 levels of drag brake: 0%, 50% and 100%, allows users to adjust brake feel for different terrains and personal preference.

The ESC includes low-voltage cutoff protection, thermal protection, throttle signal loss protection, and motor lock-up protection. The ESC is easily programmed using the included jumper caps.

PROTECTIVE FEATURES:

Low-voltage Cutoff Protection. When the "Battery Type" is set to "LIPO", the cutoff voltage for each battery cell is 3.2V. When using a 2S LiPo, the cutoff voltage for the pack will be 6.4V. When using a 3S pack the cutoff voltage will be 9.6V. When the "Battery Type" is set to "NiMH", the cutoff voltage (for the pack) is 4.5V. The ESC will cut throttle power output to 1/2 when it detects the pack voltage has dropped to the cut-off threshold for 2 seconds, and completely cut the throttle power output off after 8 seconds. The Red LED will blink repeatedly. Turn off the ESC and remove the discharged battery pack. Wait for the battery to cool before recharging.

Note: Be absolutely sure the "Battery Type" is set properly. If the low-voltage cutoff protection is activated prematurely, and you are certain the battery type is set correctly, the battery being used may not have a high enough discharge rate, or is damaged. Try another fully charged battery pack with a higher discharge rate (be sure ESC is set according to the new battery being used).

Thermal Protection. The ESC will cut off all power output and the Red LED will blink repeatedly when its internal temperature reaches the value (105°C/221°F) preset by the factory. The ESC will return to normal operation when the ESC temperature falls below 80°C/176°F.

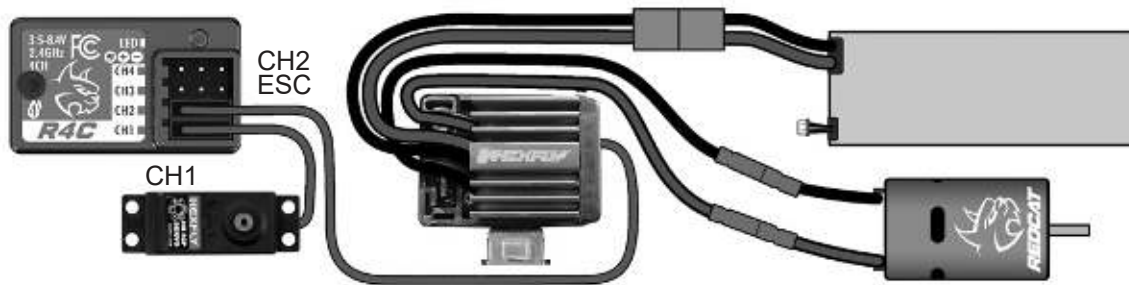
Note: If the thermal protection is activated on a regular basis, then there may be an issue with the vehicle's power demands. The motor may be geared too high, the vehicle or load may be too heavy, the drive train may be obstructed or binding, or an improper motor is being used.

Throttle Signal Loss Protection. The ESC will immediately cut power output and the Red LED will blink rapidly when it detects that the throttle signal has been lost for 0.1 second.

WARNING:

To avoid short circuits, ensure that all wires & connections are well insulated and there is good contact at all connections. Read through the entire manual before operating and ensure all electronics are installed correctly. To avoid accidents, we recommend setting the vehicle on a stand, with the tires free from any contact, while connecting and adjusting electronics. Stop usage and unplug the battery immediately if the ESC exceeds 90°C/194°F as this may damage both the ESC and motor. Disconnect the battery after use. The ESC continually draws current from the battery (even if the ESC is turned off). If left plugged in for long periods of time, the battery will completely discharge, which may result in damage to the battery or ESC. This WILL NOT be covered under warranty.

ESC



OPERATION:

Step 1: Connect all components (as shown in wiring diagram) and recheck all connections before moving to the next step.

Step 2: Set the Throttle Range. This ESC can automatically recognize the neutral position of the transmitter, but you need to follow the following steps.

1. Turn on the transmitter and move the throttle trigger to the neutral position.
2. With the ESC powered off, connect the motor, battery and other devices.
3. Turn on the ESC and wait at least 3 seconds. The ESC will automatically detect neutral.
Note: The ESC will beep according to the battery type and cell count used. If the ESC is set to use a LIPO battery, the ESC will sound 2 short beeps if it detects a 2S LIPO, and 3 short beeps if it detects a 3S LIPO. If the ESC is set to use a NiMH battery, it will beep one short beep followed by one long beep to indicate self detection is over and the ESC is ready to use.

ATTENTION!

1. After turning on the ESC, you must wait (at least 3 seconds) until the self detection completes. Otherwise, it may not function properly.
2. After turning on the ESC, if there is no power output and the Red LED flashes rapidly, it means the throttle of the transmitter is not in the neutral position. If this happens, be sure the "Throttle Trim" on the transmitter is at the "0" position, fine tune the throttle neutral position until the Red LED stops flashing.
3. To avoid any possible injury, always turn on the transmitter first and the ESC last, and then turn off the ESC first and the transmitter last. Be sure the transmitter is on anytime the vehicle is on.

Step 3: The Red LED will emit certain flash sequences while running the vehicle. If everything is hooked up correctly and the vehicle is running normal, the ESC LED should look like this.

1. The Red LED will turn off when the throttle trigger is in the throttle neutral zone.
2. The Red LED flashes rapidly when the vehicle is lightly throttled forward and turns solid Red when full throttle is used.
3. The Red LED flashes rapidly when the vehicle is lightly throttled rearward and turns solid Red when full reverse or brake is used.

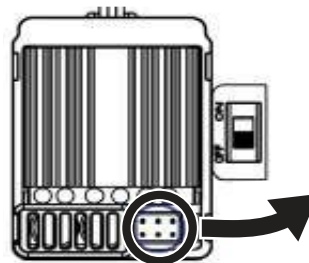
Note: swap the two wires from motor to ESC if you find the motor runs in reverse, but check the Throttle Reverse switch on the transmitter first.

Programming

The first row is "Running Mode".

Insert the jumper into the two left pins on F/B/R to achieve the "Forward/Brake/Reverse" (F/B/R) running mode. In this mode, push the throttle trigger once to brake, release and push the trigger a second time to go reverse.

Note: When "Running Mode" is set to "F/B/R", the reverse force is 50%, and the brake force will be 100% and no drag brake.



RUNNING MODE	F/B/R			F/B			F/R		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BATTERY	LiPo			NIMH					
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inserting the jumper into the two right pins on F/B to achieve the "Forward/Brake" (F/B) running mode. It is recognized as a racing mode. In this mode, the vehicle will only go forward and brake.

Note: When "Running Mode" is set to "F/B", the brake force will be 100% and no drag brake.

Without a jumper inserted into any slot on the first row, the running mode will be defaulted as "Forward/Reverse" (F/R). In this mode, there is no brake. The vehicle will go reverse immediately when you push the throttle trigger. Release the trigger to stop. It is usually used for crawlers.

Note: When "Running Mode" is set to "F/R", the reverse force will be 100%, and the drag brake force will be activated to 100%.

The second row is "Battery Type".

Insert the other jumper into the two left pins on the LiPo slot when using a Li-Po battery, and insert the other jumper into the two right pins on the NiMH slot when using a Ni-Mh battery. When no jumper insertion into the second row, the battery type will be defaulted as "LiPo".

— TROUBLESHOOTING —

TROUBLE	POSSIBLE CAUSE	POSSIBLE SOLUTIONS
NiMH battery charge doesn't last as long as it should	<ol style="list-style-type: none"> 1. ESC is set to LiPo battery 2. NiMH battery is not charged completely 3. NiMH battery is not holding a charge 	<ol style="list-style-type: none"> 1. Refer to the ESC Guide to set the ESC jumper to NiMH battery 2, 3. Completely charge the NiMH battery with an appropriate NiMH charger.
LiPo battery won't recharge after running the vehicle	<ol style="list-style-type: none"> 1. ESC is set to NiMH battery and the LiPo battery was discharged below the safe level. 2. Bad LiPo battery 	<ol style="list-style-type: none"> 1. Refer to the ESC Guide and set the ESC jumper to LiPo battery. Properly dispose of the LiPo battery, as it is no longer safe to use 2. Replace the LiPo battery with a fully charged, brand new battery. Dispose of the bad battery in accordance to your local laws.
The ESC will not power on and the ON/OFF switch was turned ON.	<ol style="list-style-type: none"> 1. No power is being supplied to the ESC. 2. The ESC switch may be damaged. 	<ol style="list-style-type: none"> 1. Check if all ESC & connections are well soldered and firmly connected. 2. Contact Redcat support.
The vehicle ran backward when you pulled the throttle trigger towards you.	<ol style="list-style-type: none"> 1. The radio "Throttle Reverse" switch may be improperly set. 2. The motor-to-ESC wiring is incorrect. 	<ol style="list-style-type: none"> 1. Switch the radio "Throttle Reverse" switch. 2. Swap the two wires (black and red) from the motor to the ESC.
Vehicle moves with no throttle input	<ol style="list-style-type: none"> 1. Throttle trim is not set properly 2. Did not follow proper start-up instructions 	<ol style="list-style-type: none"> 1. Set transmitter throttle trim 2. Follow the proper start-up sequence
The motor suddenly stopped working, but the steering still works.	The LVC protection or the thermal protection may have been activated.	Check the battery voltage and the ESC temperature. Let cool and recharge battery
The motor accelerated suddenly, stuttered or stopped during the starting-up process.	<ol style="list-style-type: none"> 1. The discharge capacity of the pack is insufficient. 2. The RPM is too high, the gear ratio or final drive ratio is incorrect. 3. Gear mesh too tight. 	<ol style="list-style-type: none"> 1. Use another pack with better discharge capability. 2. Use stock motor, stock gearing, and don't pull heavy loads. 3. Reset gear mesh.
The motor spins but the car doesn't move	Incorrect slipper adjustment	Tighten slipper clutch until vehicle moves. Slipper should still slip when vehicle is held still on carpet and given 25% throttle. See Slipper Clutch Guide Page: 16
Grinding sound	<ol style="list-style-type: none"> 1. Gear mesh too loose 2. Gears worn 	<ol style="list-style-type: none"> 1. Reset gear mesh 2. Replace gears
Clicking noise while steering	<ol style="list-style-type: none"> 1. Servo gears stripped 2. Servo horn stripped 	<ol style="list-style-type: none"> 1. Replace servo 2. Replace servo horn
Vehicle won't steer or move	<ol style="list-style-type: none"> 1. Battery pack not charged 2. Battery wires loose 3. Did not follow proper start-up instructions 	<ol style="list-style-type: none"> 1. Charge battery pack 2. Plug in battery securely 3. Follow Quick Start Guide for proper start-up sequence
Vehicle turns to the side automatically	<ol style="list-style-type: none"> 1. Steering trim needs adjusting 2. Steering servo horn needs realigning or replaced 3. Servo gears stripped 4. Too much toe-out in front wheels 	<ol style="list-style-type: none"> 1. Adjust transmitter steering trim 2. Check servo horn, replace if worn or stripped 3. Replace servo 4. Adjust steering linkage to lessen toe amount
Vehicle steers to the left when you steer to the right	<ol style="list-style-type: none"> 1. Steering reverse switch (on transmitter) is set incorrectly 2. You are driving towards yourself and it just seems like it's backwards 	<ol style="list-style-type: none"> 1. Flip the steering reverse switch (on transmitter) 2. Practice driving the vehicle to get used to steering with different vehicle orientations. When driving towards yourself, it just seems like the steering is backwards

Optional COE Accessories!

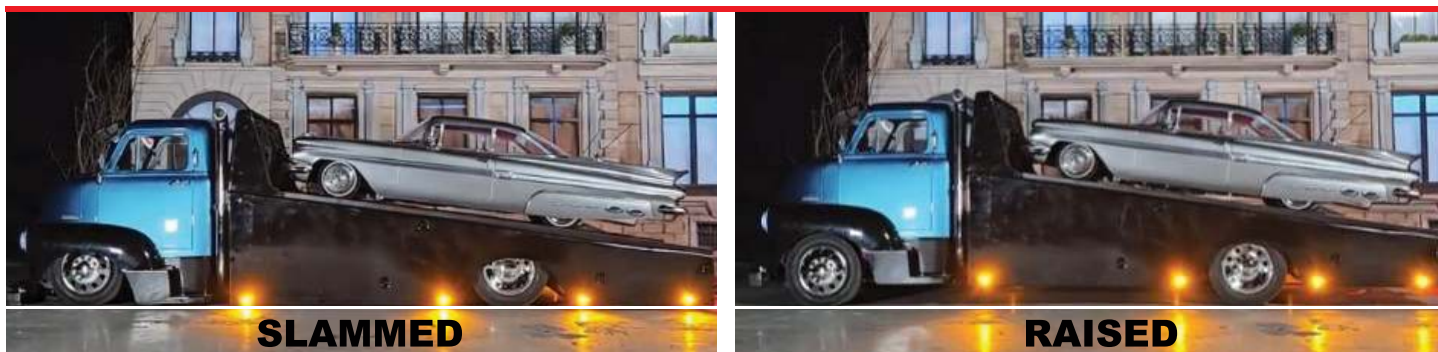
TRAILER - RER21925: This car hauler trailer is a perfect fit for the COE hauler and also works with most crawlers on the market.



LED LIGHT KIT - RER23173: This light kit offers 18 LEDs and even has a built in trailer plug to connect the optional trailer light kit.



DUAL SERVO KIT - RER23393: This dual servo kits allows the COE to raise and lower its suspension for easier loading of vehicles.



Check out all parts and accessories at: www.redcatracing.com

Installing the Optional Dual Servo Kit (sold separately)

The COE Hauler includes an innovative suspension design which enables the owner to install an optional (sold separately) dual servo kit that will simulate an adjustable height airbag suspension. Using the radio which comes with the truck, plugging these servos into channel 3 will make the channel 3 button toggle between ride height and laying the frame of the truck on the ground.

RER23393 - Dual Servo Kit
Included: (2) Servos, (1) Y-Adapter



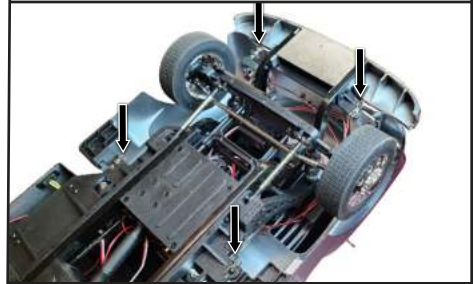
Required: 2mm Hex driver.



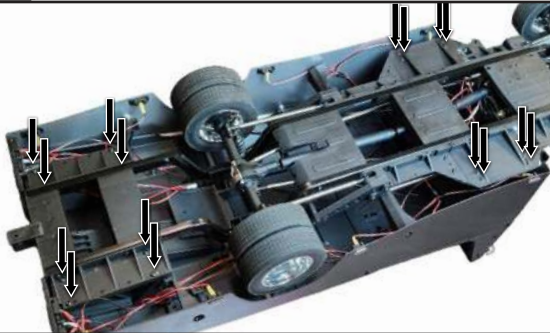
Find the 2 servo horns that were included with the COE.

NOTE: The COE shown in these following steps is shown with the optional LED light kit installed, sold separately.

NOTE: Before starting, remove the 4 body clips and lift the cab straight up and off of the chassis. Put the cab in a safe place.



1. Remove 16 screws under the bed.



2. Remove 4 screws on top of the bed.



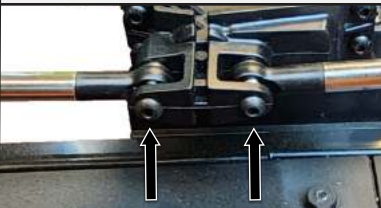
3. Remove 2 screws on each side of the bed panels.



4. Remove the 2 screws that hold the exhaust clamps on. One screw per clamp. Remove the on/off switch and then pull the bed assembly straight up and set it to the side.



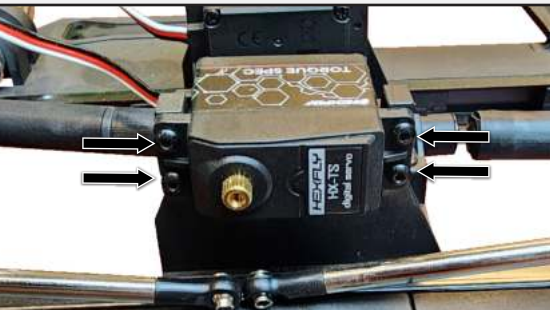
5. Remove 2 screws and disconnect the main center rods from the faux servo block. Repeat for both sides.



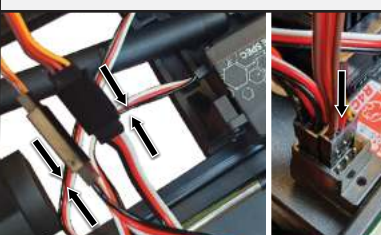
6. Remove 4 screws and remove the faux servo block. Repeat for both sides.



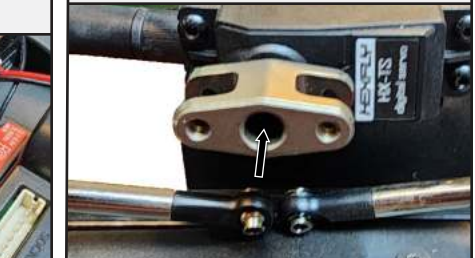
7. Install both servos included with the optional dual servo kit.



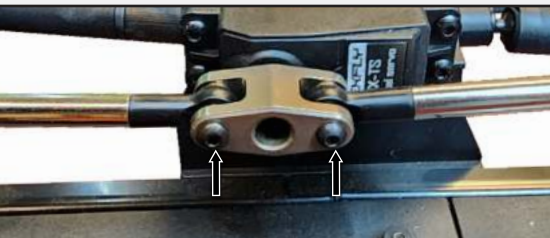
8. Using the Y-adapter included in the dual servo kit, connect both servos and put them into your preferred channel on the receiver. When using the included Redcat RTX-4C radio, put the Y-adapter into channel 3.



9. Power on the radio and the truck to center the servos, then attach the included double sided servo horns horizontally onto the servos.



10. Adjust channel 3 endpoints so that when channel 3 is pressed, the servo horns go from horizontal to vertical. (see Page 6 of this manual "End Point Adjustments" and "Mode Switching") Attach the main center rods to the double sided servo horns.



11. Check to make sure Hauler "lays frame". Adjust the Ch3 end points accordingly if it does not.



12. Clean up the wiring and reinstall the bed. Reinsert the screws from steps 1, 2, 3 & 4. Reinstall the ON/OFF switch.



SPARE PARTS

<p>RER23497-Front Deck (Plastic)(1pc)</p> 	<p>RER23498-Middle Deck w/ Battery Cover(Plastic) (1pc)</p> 	<p>RER23499-Rear Deck w/ Tail Light Mounts(Plastic) (1pc)</p> 	<p>RER23500-Cab Rack w/ Wheel Chocks(Plastic) (1set)</p> 	<p>RER23501-Winch w/ Mount (Plastic)(1set)</p> 
<p>RER23502-RampS (Plastic)(1set)</p> 	<p>RER24002-Front Skid(1pc)</p> 	<p>RER24003-Rear Skid(1pc)</p> 	<p>RER24004-Center Skid (1pc)</p> 	<p>RER24005-Rear Deck Mounts(L/R)(1pr)</p> 
<p>RER24006- Upper link Mounts(F/R)(1set)</p> 	<p>RER24007-Front Beam Axle (1pc)</p> 	<p>RER24008-Rear Axle Housing(1pc)</p> 	<p>RER24009-Body Mount Set (1set)</p> 	<p>RER24010-Shock Mount Supports(1set)</p> 
<p>RER24011-Middle Deck Mount w/Ramp Holder (1pr)</p> 	<p>RER24012-Rear Deck Support(1pr)</p> 	<p>RER24013-Front Deck Supports(2pcs)</p> 	<p>RER24014-Servo Block Off Plate(2pcs)</p> 	<p>RER24015-Shock Mounts (4pcs)</p> 
<p>RER24016-Side Plate Set (1set)</p> 	<p>RER24017-Steering knuckle(2pcs)</p> 	<p>RER24018-ESC Mount w/ Gearbox Cover(1set)</p> 	<p>RER24019-Rear Bumper Mount w/ Trailer Hitch(1set)</p> 	<p>RER24020-Front Cross Brace w/ Carrier Cap(1set)</p> 
<p>RER24021-Front Bumper (1pc)</p> 	<p>RER24022-Sun Visor (Chrome)(1pc)</p> 	<p>RER24023-Rear Body Mount Set(1set)</p> 	<p>RER24102-Front H link(1pc)</p> 	<p>RER24103-Fr Center Driveshaft(51.5mm)(1set)</p> 
<p>RER24104-RR Center Driveshaft(78.5mm)(1set)</p> 	<p>RER24105-Shock Absorbers Fr/Rr(2pcs)</p> 	<p>RER24106-Diff Case(2pcs)</p> 	<p>RER24107- Fr Wheels (Chrome)(Plastic)(2pcs)</p> 	<p>RER24112- Front Pre-Mounted tires w/ Wheels (Chrome)(1pr)</p> 

SPARE PARTS

<p>RER25699- RR Wheels (Chrome)(Plastic)(2pcs)</p> 	<p>RER25700- Rear Pre-Mounted Tires w/ Wheels (Chrome)(1pr)</p> 	<p>RER24108-Tire w/ Foams (2pcs)</p> 	<p>RER24113-Wheel Caps (F/R)(1set)</p> 	<p>RER24114-Hub Hex Adapters (F/R)(1set)</p> 
<p>RER24115-Wheel Hex Set (4pcs)</p> 	<p>RER24116-Fr Frame Rail Set (L/R) (1pr)</p> 	<p>RER24117-Rr Frame Rail Set (L/R) (1pr)</p> 	<p>RER23602-Straps (Rubber) (1pr)</p> 	<p>RER23605-Wire Clips for LED(10pcs)</p> 
<p>RER24118-Exhaust Pipes (Plastic)(1pr)</p> 	<p>RER24119-Fr Axles(1pr)</p> 	<p>RER24120-Rr Drive Shafts (2pcs)</p> 	<p>RER24202-Ride Height Links(151mm)(2pcs)</p> 	<p>RER24203-Steering Link (1pc)</p> 
<p>RER24204-Servo Link (63.5mm)(1pc)</p> 	<p>RER24205-Rr Upper Links (81mm)(2PCS)</p> 	<p>RER24206-RR Lower Links (103mm)(2pcs)</p> 	<p>RER24207-Fr Lower Links (50mm)(2pcs)</p> 	<p>18129-Transmission Gear Set(20T+28T+53T)(1set)</p> 
<p>RER24407-Front Beam Axle(Chrome)(1pc)</p> 	<p>RER24408-Rear Axle Housing(Chrome)(1pc)</p> 	<p>18177-Steel Transmission Gear (20T)</p> 	<p>RER24208- Diff Spider Gears(16T)(2pcs)</p> 	<p>RER24209- Diff Spider Gears w/ Pin(10T)(1set)</p> 
<p>RER28038- 32T Diff Ring Gear (2pcs)</p> 	<p>RER24210-Diff Complete (1pc)</p> 	<p>13824-Transmission (Complete) (1pc)</p> 	<p>13818-Transmission Shaft Set (1set)</p> 	<p>RER11421-Shaft for 11T Gear (2pcs)</p> 
<p>RER24725-Transfer shaft (1pcs)</p> 	<p>18130-Middle Gear Box (shell only)</p> 	<p>18128-Main Gear (87T)</p> 	<p>60161-Motor Pinion Gear(18T)</p> 	<p>RER11363-Portal Axle Pinion Gear(11T)(2pcs)</p> 

SPARE PARTS

<p>RER11346-Differential Cover (1pc)</p> 	<p>18155-Aluminum Motor Mount With Mounting Bushing</p> 	<p>13837-Gasket (5x6.8x2)</p> 	<p>RER11384-King Pin Bushing(8pcs)</p> 	<p>RER11368-6x12x4mm Rubber Sealed Ball Bearings(6pcs)</p> 
<p>RER11373-10x5x4mm Rubber Sealed Ball Bearings(6pcs)</p> 	<p>RER11372-15x10x4mm Rubber Sealed Ball Bearings(6pcs)</p> 	<p>RER11369-7x11x3mm Rubber Sealed Ball Bearings(2pcs)</p> 	<p>08027-Pin 2x10mm</p> 	<p>RER24109-2.5x6mm Button Head Hex Machine Thread Screws (10pcs)</p> 
<p>RER24110-2.5x8mm Button Head Hex Machine Thread Screws (10pcs)</p> 	<p>14586-3x6mm Button Head Hex Machine Thread Screws (10pcs)</p> 	<p>82045-3x8mm Button Head Hex Machine Thread Screws (10pcs)</p> 	<p>50100-3x10mm Button Head Hex Machine Thread Screws (8pcs)</p> 	<p>50101-3x12mm Button Head Hex Machine Thread Screws (12pcs)</p> 
<p>RER23800-3x15mm Button Head Hex Machine Thread Screws (12pcs)</p> 	<p>RER11376-3x16mm Button Head Hex Screw (10pcs)</p> 	<p>82046-3x18mm Button Head Hex Screw (8pcs)</p> 	<p>82047-3x20mm Button Head Hex Machine Thread Screws (8pcs)</p> 	<p>RER11469-3x23mm Button Head Hex Machine Thread Screws (8pcs)</p> 
<p>82048-3x25mm Button Head Hex Machine Thread Screws (12pcs)</p> 	<p>13854-3x28mm Button Head Hex Machine Thread Screws (12pcs)</p> 	<p>BS702-036 3x35mm Shoulder Button Head Hex Machine Thread Screws (12pcs)</p> 	<p>RER11377-3x43mm Shoulder Button Head Hex Machine Thread Screws (10pcs)</p> 	<p>RER23801-3x47mm Shoulder Button Head Hex Machine Thread Screws (4pcs)</p> 
<p>RER11378-2x6mm Cap Head Hex Machine Thread Screw (10pcs)</p> 	<p>RER25172 -2x5 mm Round Head Tapper Hex Screw (12pcs)</p> 	<p>13834-2x8 mm Round Head Tapper Hex Screw (12pcs)</p> 	<p>RER23802-2.5x8mm Round Head Screw (10pcs)</p> 	<p>RER24111-2.5x14mm Cap Head Machine Thread Screws (10pcs)</p> 
<p>RER23803-2.5x25mm Shoulder Cap Head Hex Machine Thread Screw (4pcs)</p> 	<p>RER11382-2x8mm Countersunk Hex Machine Thread Screws(10pcs)</p> 	<p>RER24834-2.5x12mm Countersunk Hex Machine Thread Screws(4pcs)</p> 	<p>85825-3x10mm Countersunk Hex Machine Thread Screws(4pcs)</p> 	<p>BS903-069-3x16mm Countersunk Hex Machine Thread Screws(4pcs)</p> 
<p>RER15452-4x11.5mm Hex Screw Pin(10pcs)</p> 	<p>13840-3x18mm Hex Screw (8pcs)</p> 	<p>02098- 3x3mm Set Screws Machine Thread (8pcs)</p> 	<p>RER24835- 3x4mm Washer Head Hex Machine Thread Screws (4pcs)</p> 	<p>02102-3mm Steel Nylon Insert Locknuts (6pcs)</p> 
<p>RER12694- 4mm Serrated Nylon Lock Nut (6pcs)</p> 	<p>18052-Short Rod End Ball (5.8mm)(8pcs)</p> 	<p>70127-2.5mm E-clip (10pcs)</p> 	<p>02053- Body Clips 1/10 Scale (8pcs)</p> 	<p>RER23798-Hitch Screw Pins(4pcs)</p> 

SPARE BODY PARTS & ELECTRONICS

1953 Chevrolet COE Cab Top RER24211-Blue(1pc) RER24212-Red(1pc) RER24213-Clear(1pc)	1953 COE Cab Bottom RER24214-Clear(1set) RER24215-Black(1set)	Bed Cab W/ Side Panels RER24216-Black(1set) RER24217-Clear(1set)		Cabin Interior RER24218-Black(1pc) RER24219-Clear(1pc)	
RER24220-Grill w/ Mount (Chrome)(1set)	RER24221-Black(1pc) RER24222-Clear(1pc) Front Bumper Cover	RER24223-Wipers Side Mirrors w/ Badges(1set)	RER24224-Body Trim Parts (Chrome)(1set)	RER24228-Fog and Head light Lenses(Clear)(1set)	
RER24225-Blue(1set) RER24226-Red(1set) RER24227-Black(set) Dash w/ Interior Accessories	RER23705-Marker Light Lenses w/ Mounts(1set)	RER23706-Tail Light Lens w/ Ring(1set)	RER23703-Tail Light Housing(1set)	RER23704-LED Clips(8pcs)	
RER11395-LED Light Clip (16pcs)	RER24611-Starlock Washers w/ Orings(10pcs)	RER24304- Flatbed Conversion Kit for COE Hauler (1set)		RER23806-Deck Sticker (Textured)(Black)(1pc)	
RER24510-COE Sticker Sheet A (Factory Sticker)(1set)		RER24511-COE Sticker Sheet B (Accessory Sticker)(1set)		RER25702- 1953 Chevrolet COE Body Set Complete w/ Chrome Parts & Interior (Clear) (1set)	
RER22355 -HX-1040 Brushed ESC V4(Deans)(1pc)	RER22356 -550 Brushed Motor w/ 14mm long shaft (42 Turn)(1pc)	RER16244- HEXFLY Torque Spec Metal Gear Servo (Waterproof) (1pc)	RER12089-Servo Arm (metal)	RER11385-Battery Straps (250mm)(2pcs)	RER24409-25T Servo Horns (Aluminum) (Lifting/Lowering)(25T) (2pcs)

OPTIONAL PARTS

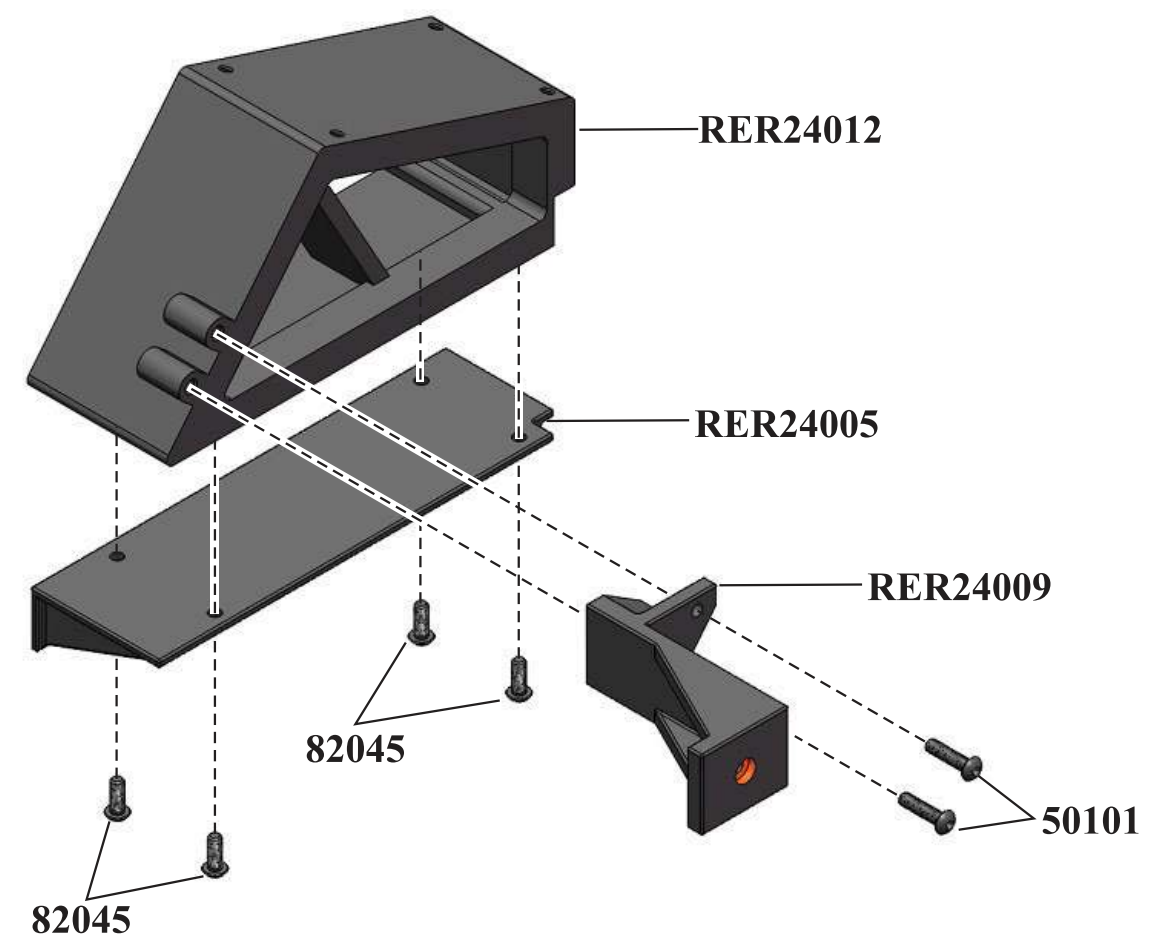
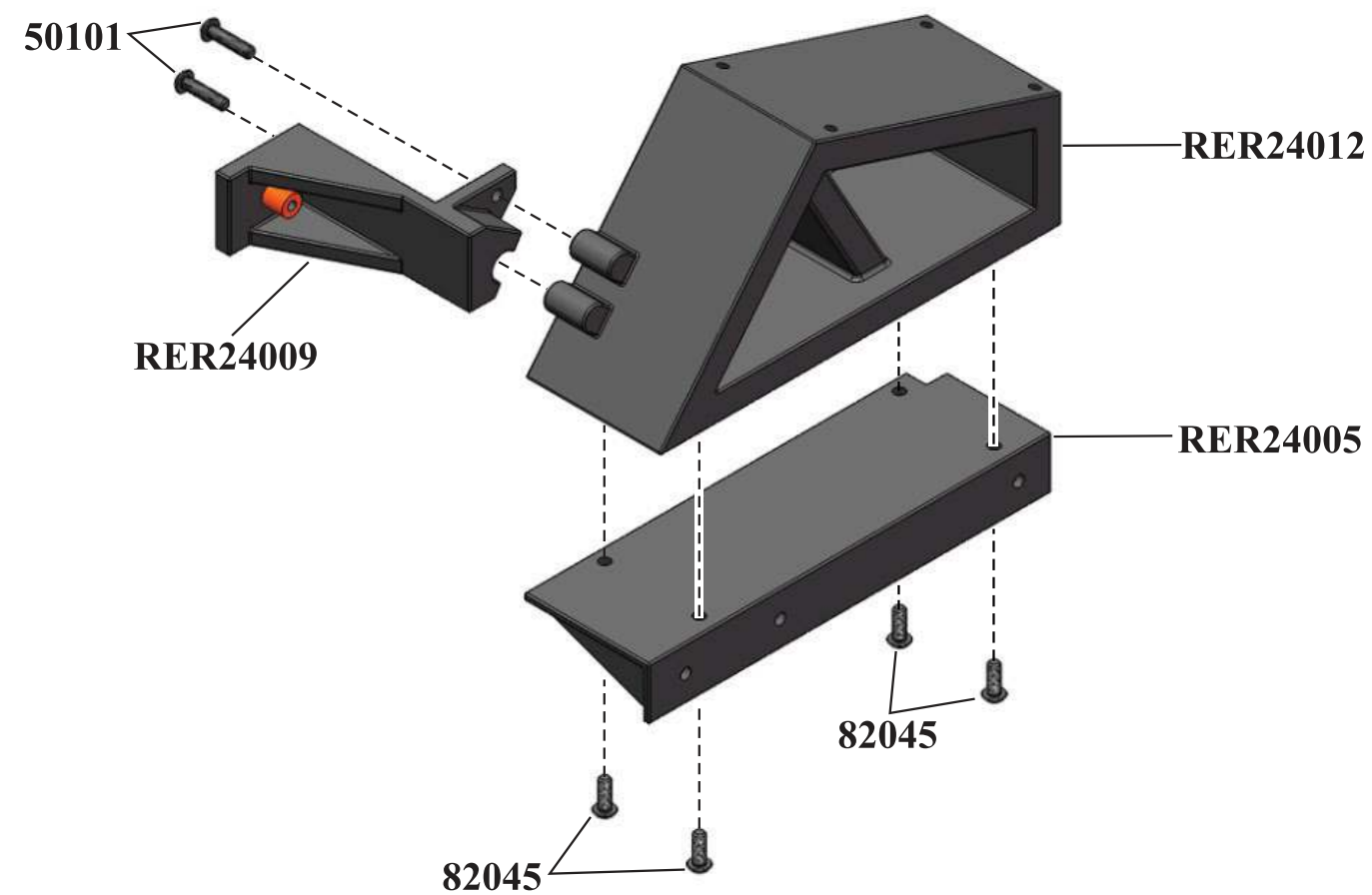
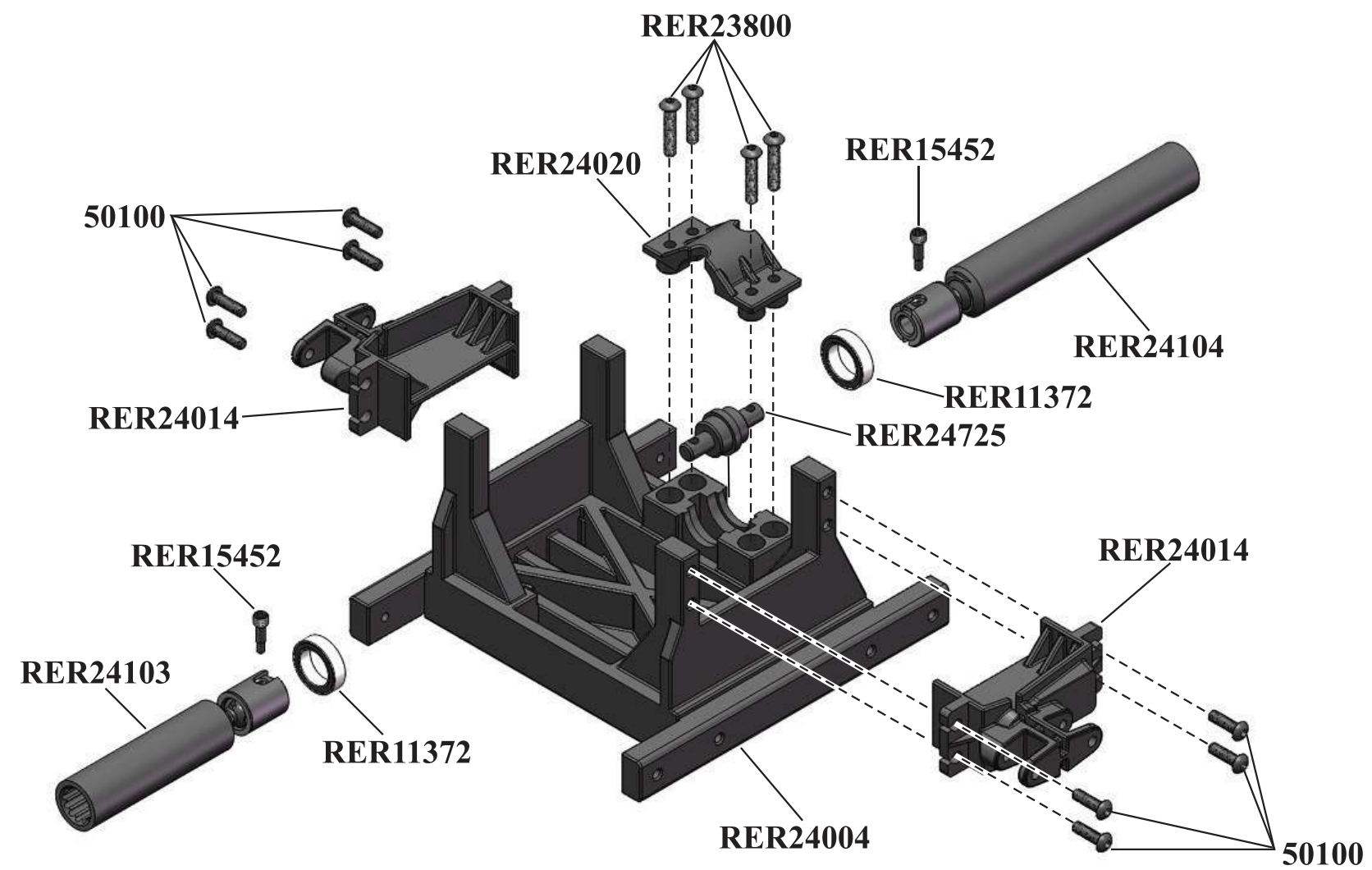
<p>RER23393- Frame Laying Servo Kit</p> 	<p>RER23173- COE LED Light Kit</p> 	<p>RER21925- Custom Trailer</p> 
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This diagram illustrates the exploded view of a mechanical assembly, showing the relationship between various components. The parts are labeled with their respective part numbers:

- 70129**: A small black cap or plug.
- 82045**: A small black pin or screw.
- 13824**: A circular plate with four mounting holes.
- 18128**: A large gear with 24 teeth.
- 13837**: A small black pin or screw.
- RER11373**: A small black pin or screw.
- 18155**: A small black pin or screw.
- 60161**: A small yellow gear with 12 teeth.
- 82045**: A small black pin or screw.
- RER22356**: A large cylindrical component, likely a motor or actuator.
- 18130**: A large black bracket or housing.
- RER15452**: A small black pin or screw.
- 02102**: A small black pin or screw.
- RER11372**: A small black pin or screw.
- 18129**: A small black pin or screw.
- 18177**: A small black pin or screw.
- RER11373**: A small black pin or screw.
- 13818**: A small black pin or screw.
- 18130**: A large black bracket or housing.
- RER11469**: A small black pin or screw.
- 82047**: A small black pin or screw.

The diagram shows the assembly sequence, with components like the motor (RER22356) and the large gear (18128) being the primary structural elements, and various pins, screws, and smaller gears (like 60161) being used to secure and adjust the assembly.

CHASSIS ASSEMBLY EXPLODED VIEWS

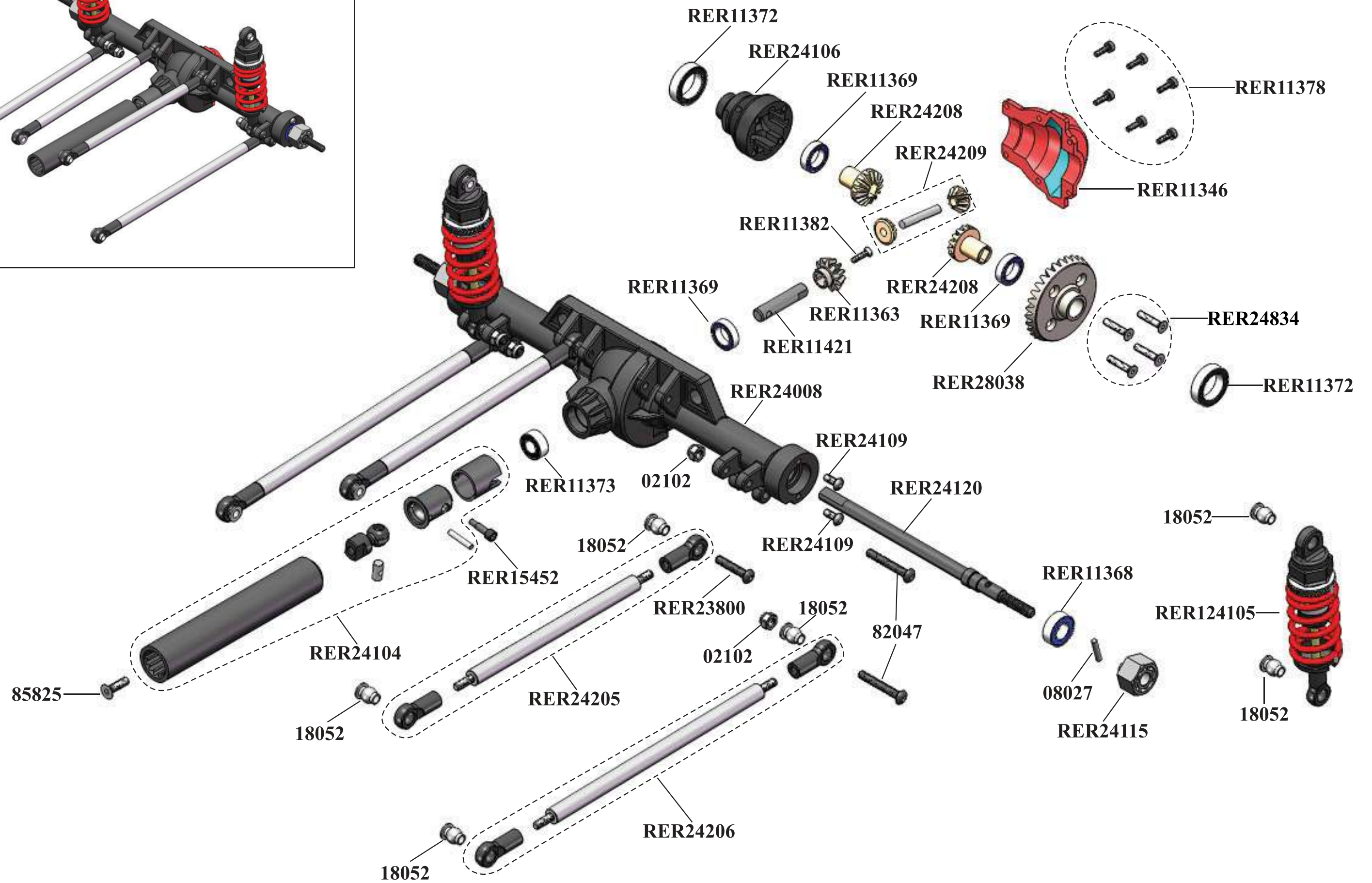


This diagram illustrates the exploded view of a vehicle chassis assembly, showing the relationship between various components. The parts are labeled with the following part numbers:

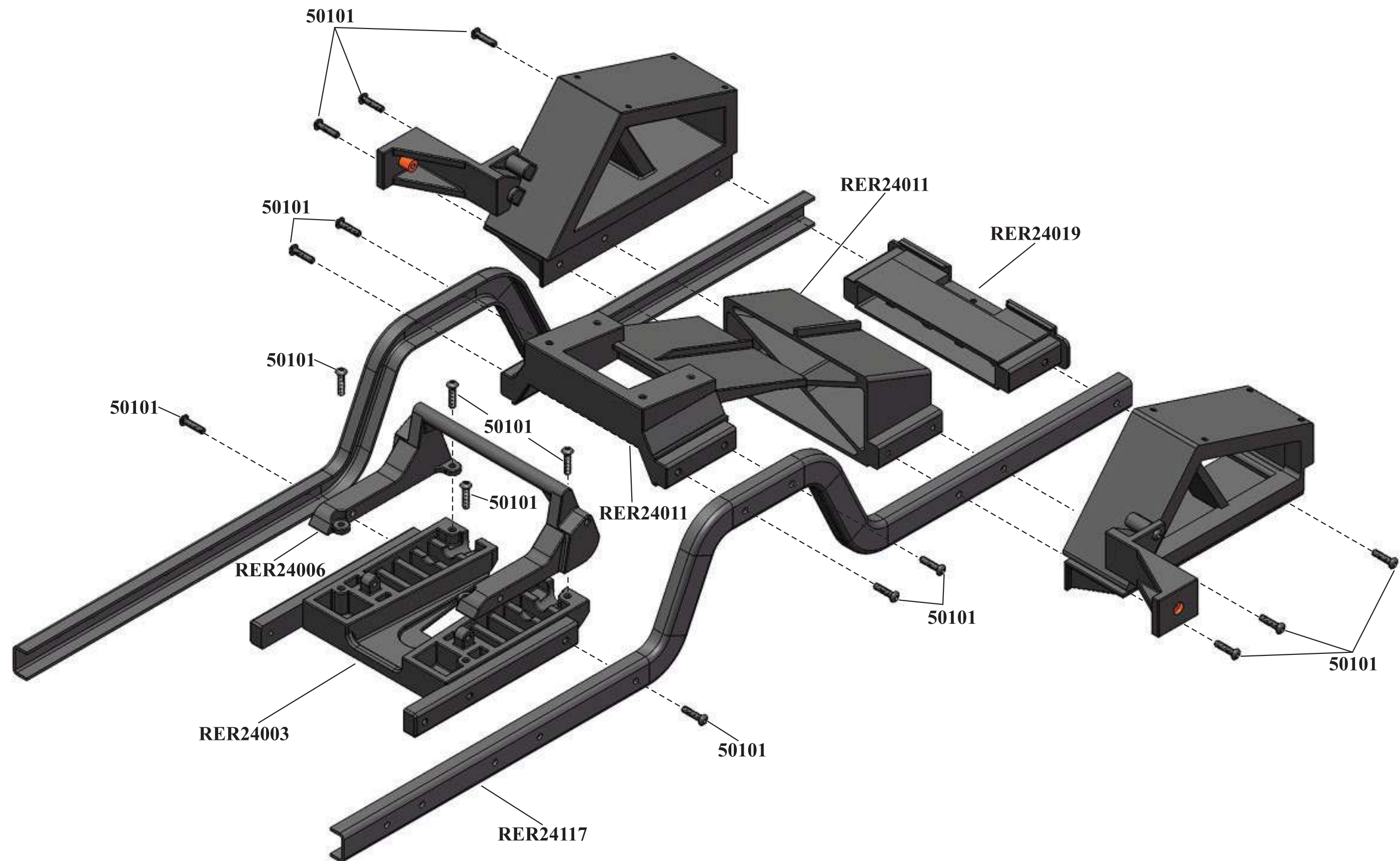
- RER24105
- 18052
- RER24017
- 08027
- RER24115
- RER11373
- RER11376
- RER11384
- 50101
- RER24119
- 50100
- RER12089
- 82045
- RER24204
- 02102
- 18052
- 50101
- RER16244
- RER24007
- RER11376
- 18052
- 13840
- 02102
- 18052
- RER24102
- 13840
- 82047
- 18052
- RER24207
- 02102
- 18052
- RER23800
- 18052
- 02102
- 18052
- 82047
- 18052
- RER24203
- 18052
- 02102
- 18052
- 82047
- 18052
- RER24105
- 70127

The diagram includes two inset images: one showing the assembled chassis from a side perspective, and another showing a detailed view of the rear suspension assembly, including the shock absorber and spring.

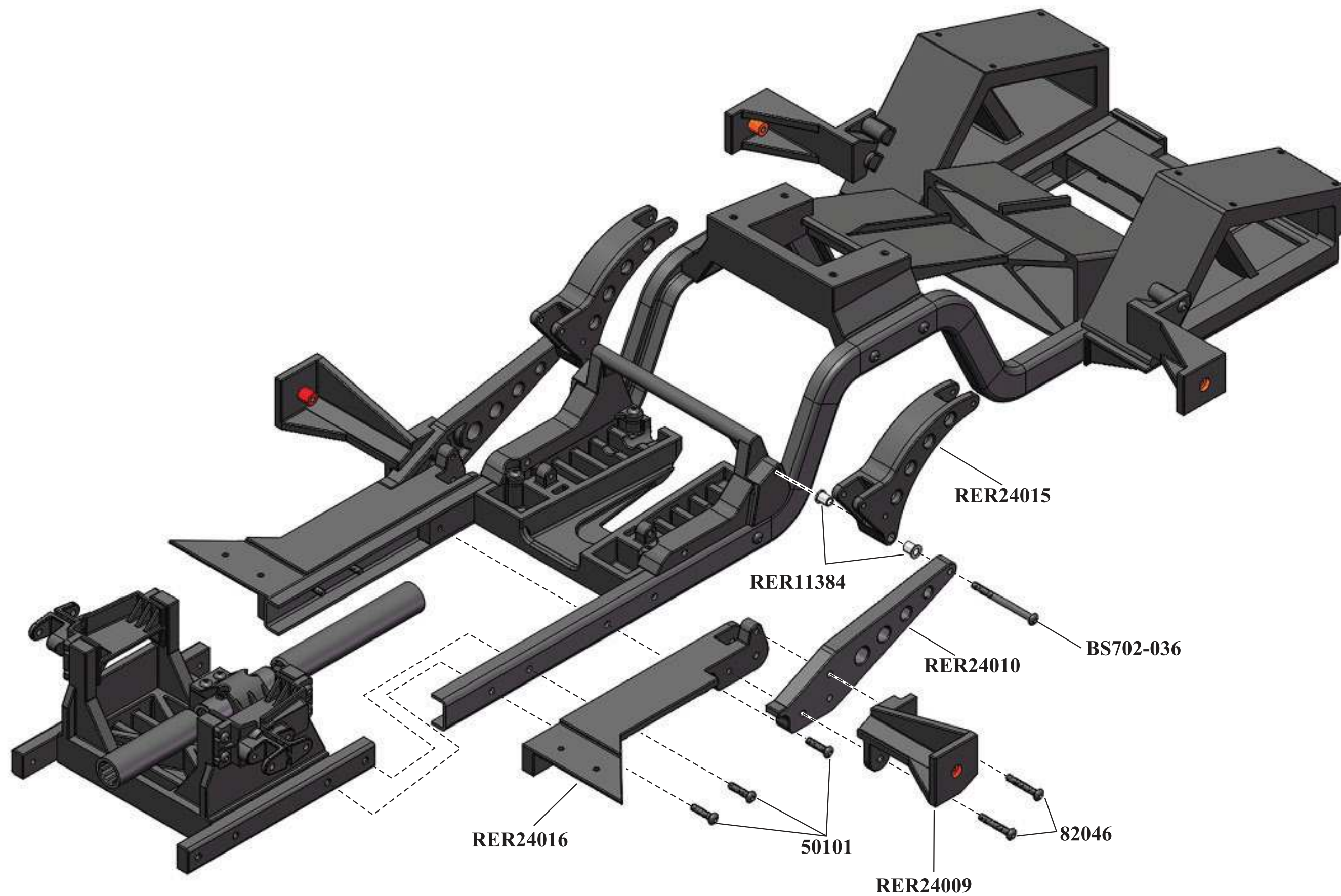
REAR SUSPENSION ASSEMBLY EXPLODED VIEW



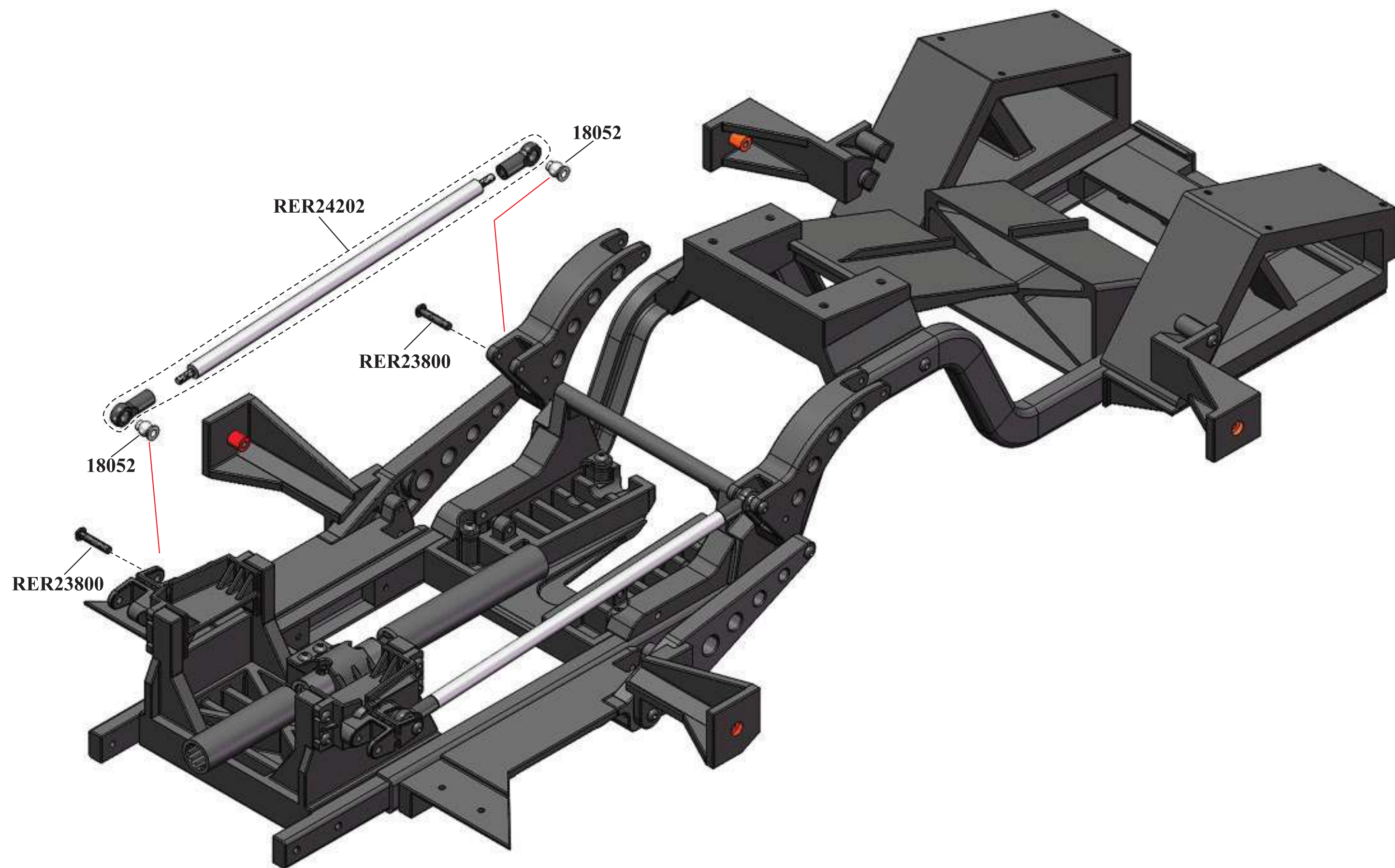
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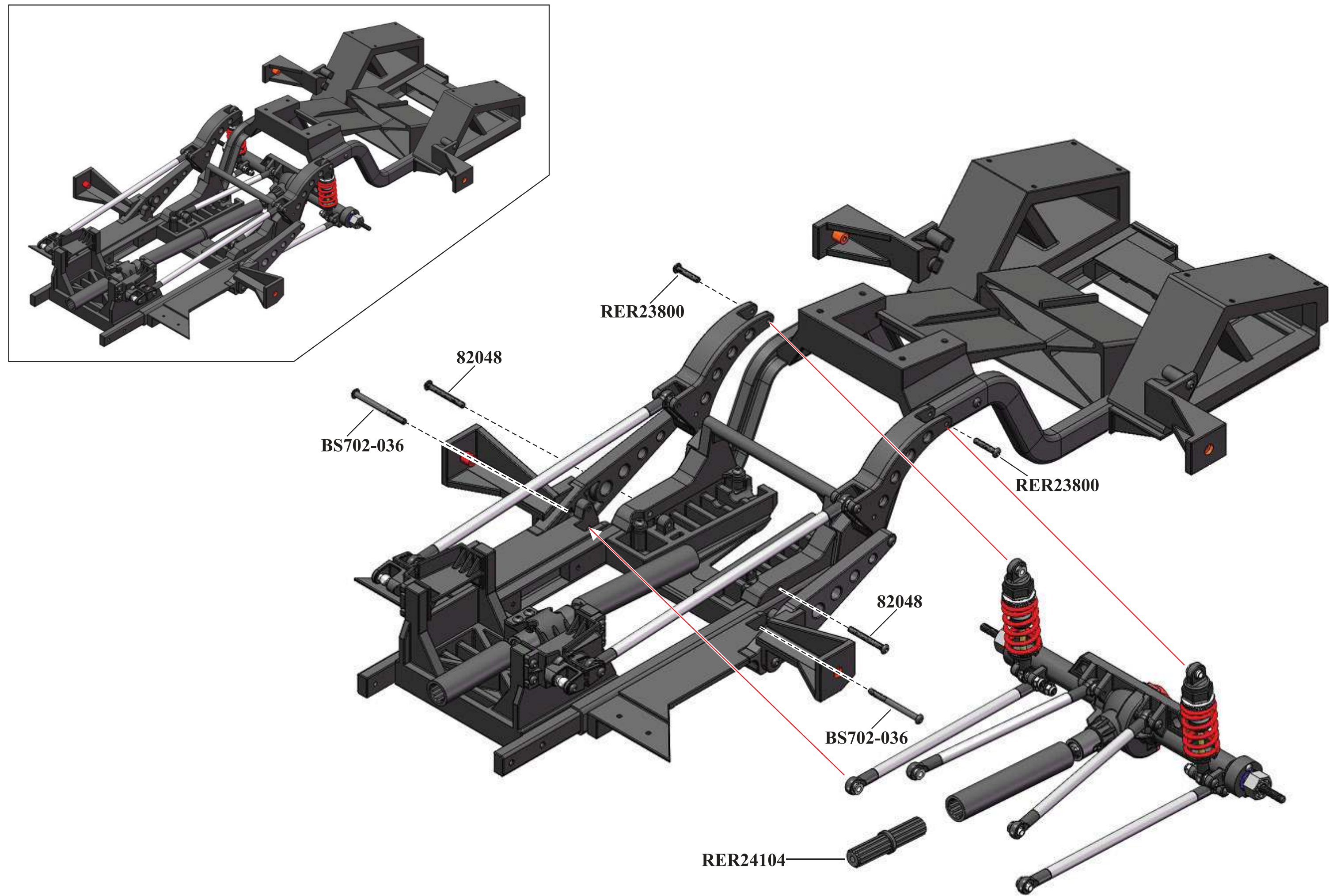
CHASSIS ASSEMBLY EXPLODED VIEWS



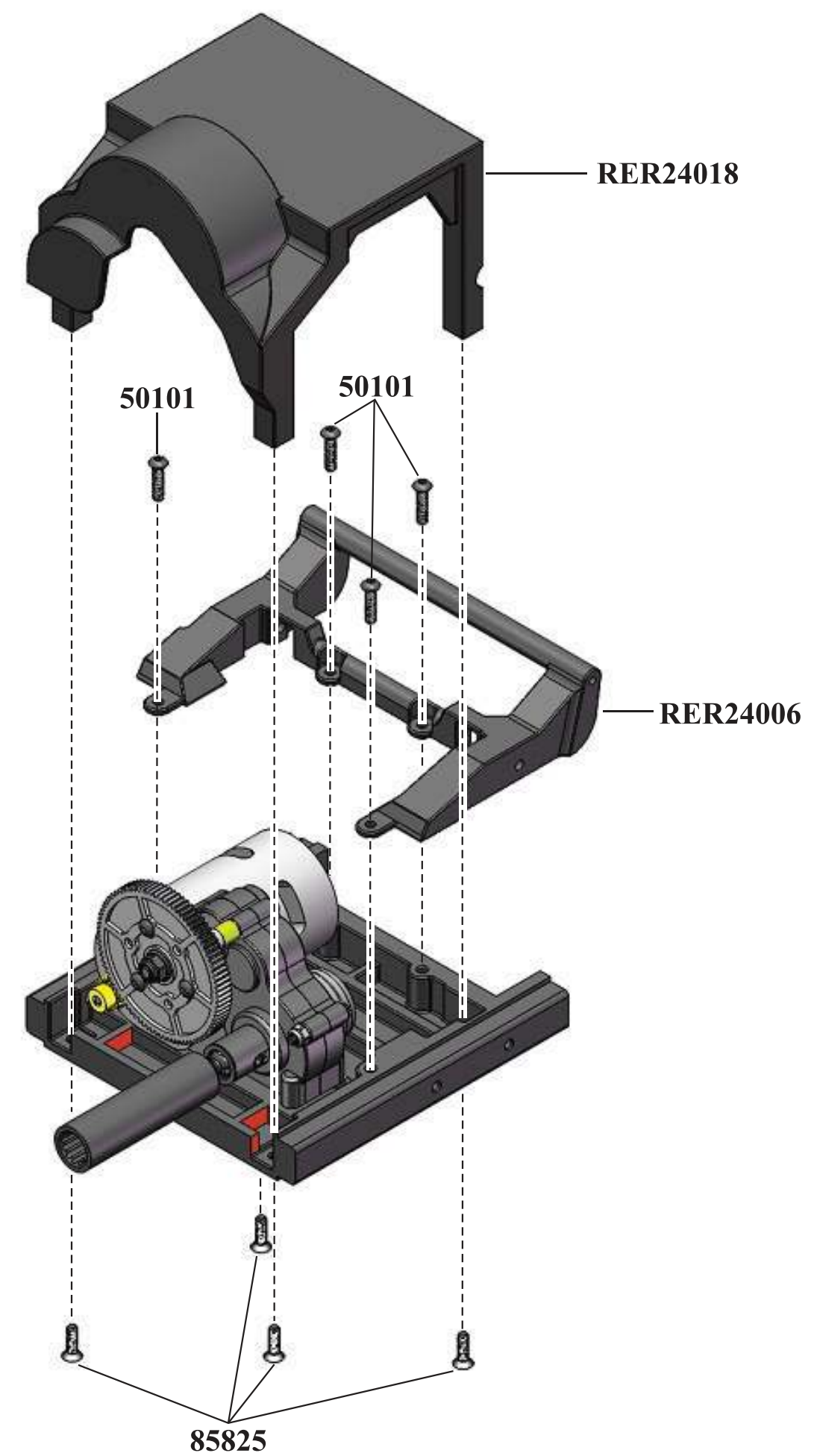
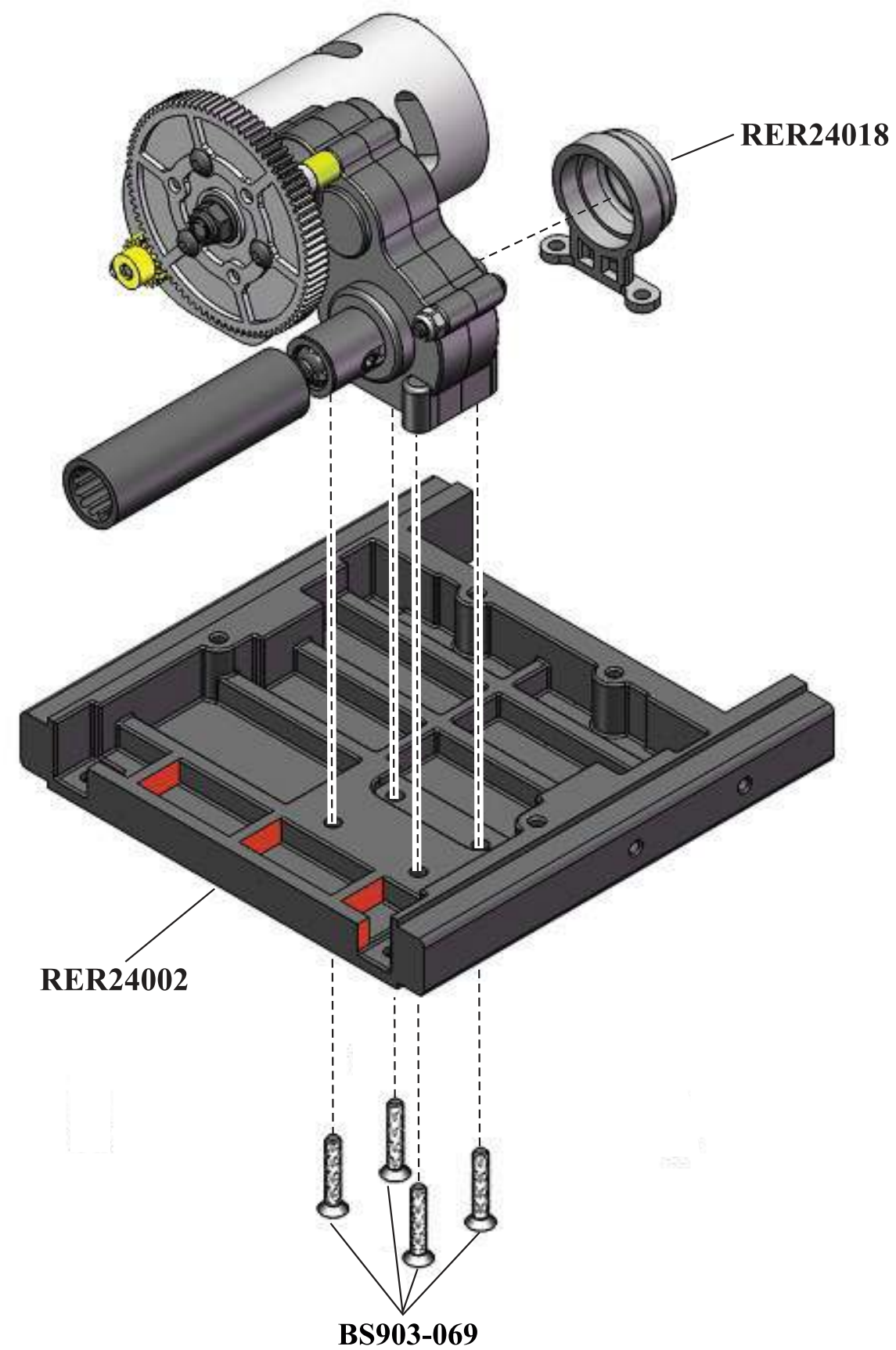
CHASSIS ASSEMBLY EXPLODED VIEW



CHASSIS ASSEMBLY EXPLODED VIEW

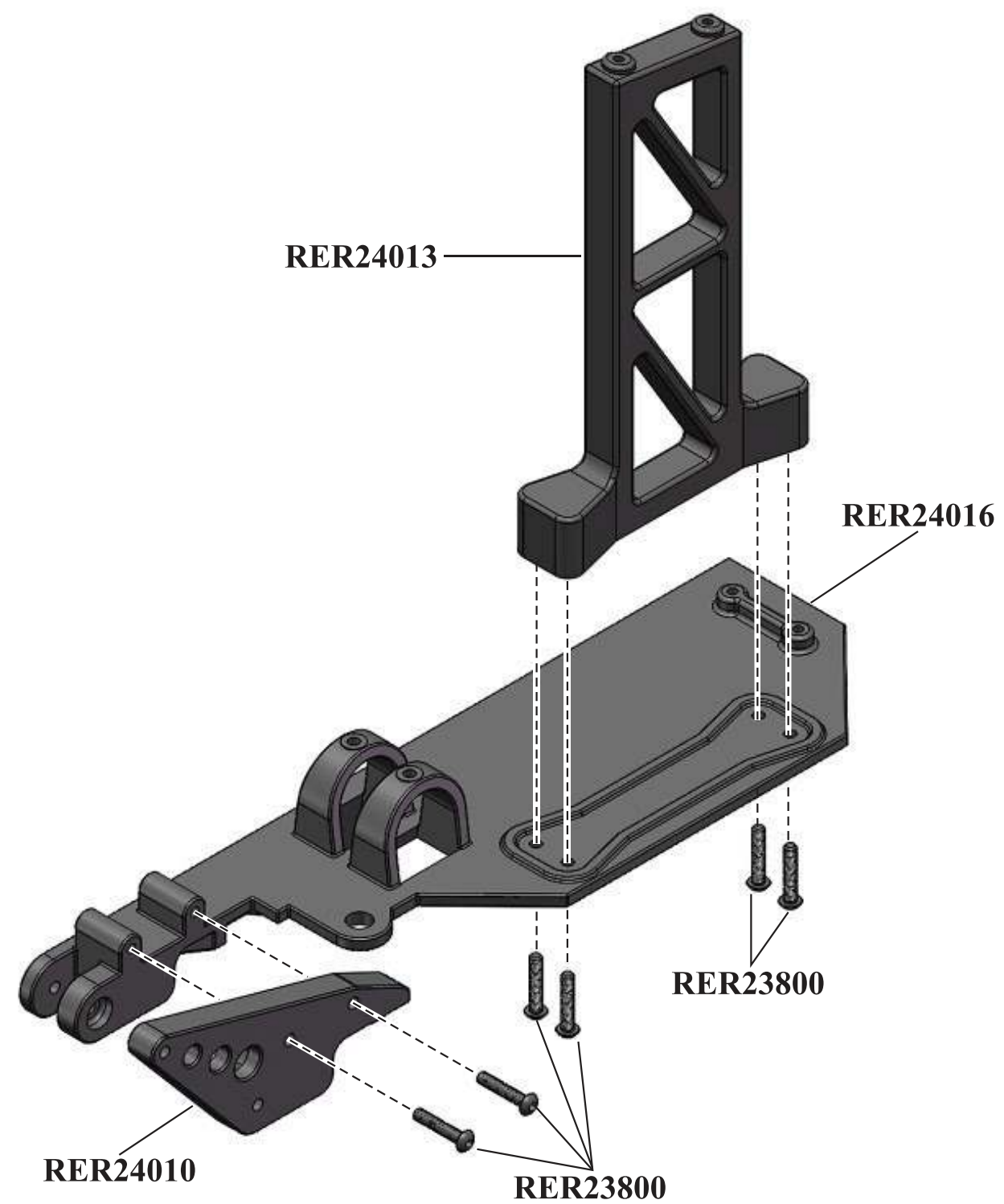


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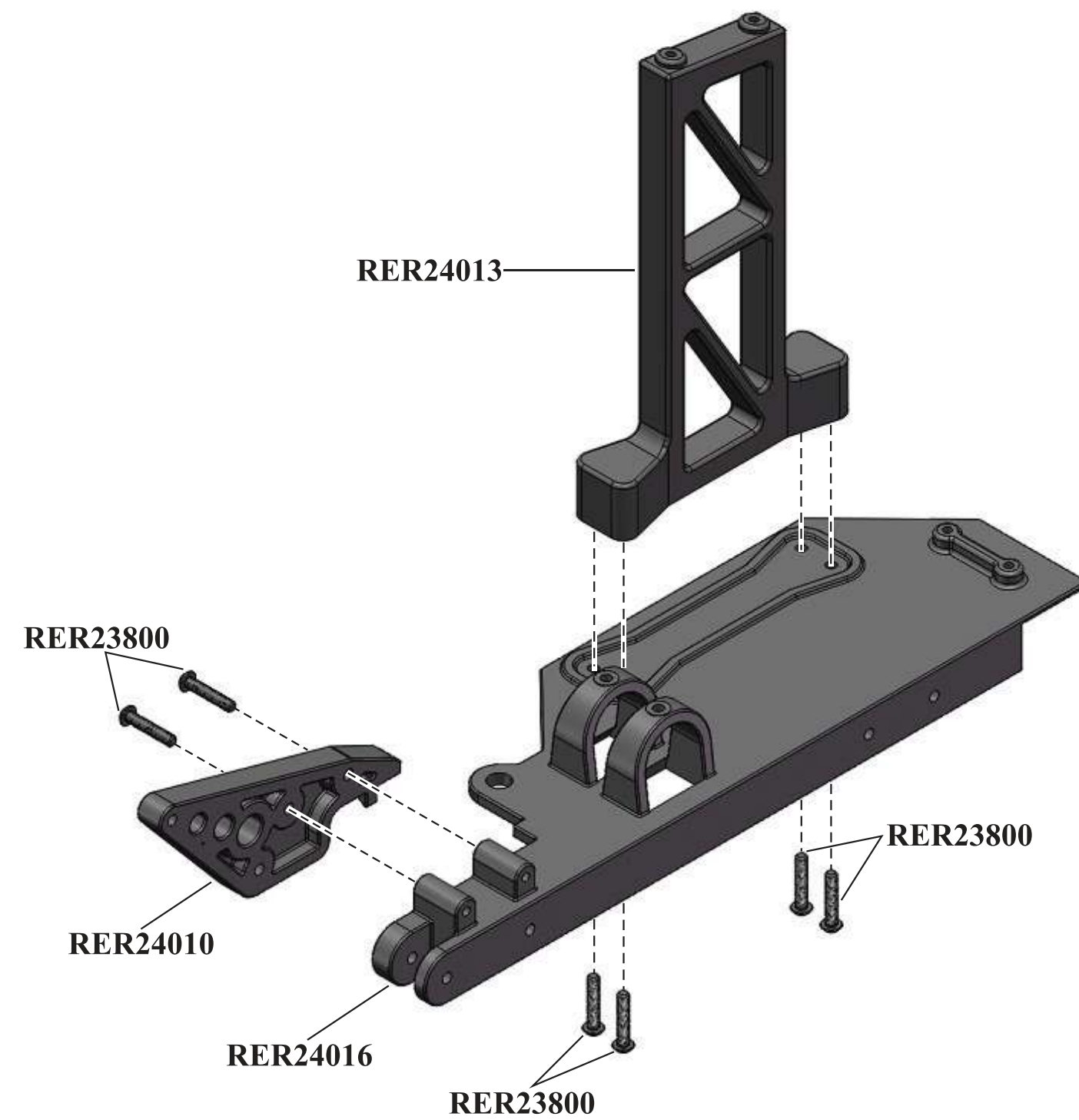


CHASSIS ASSEMBLY EXPLODED VIEW

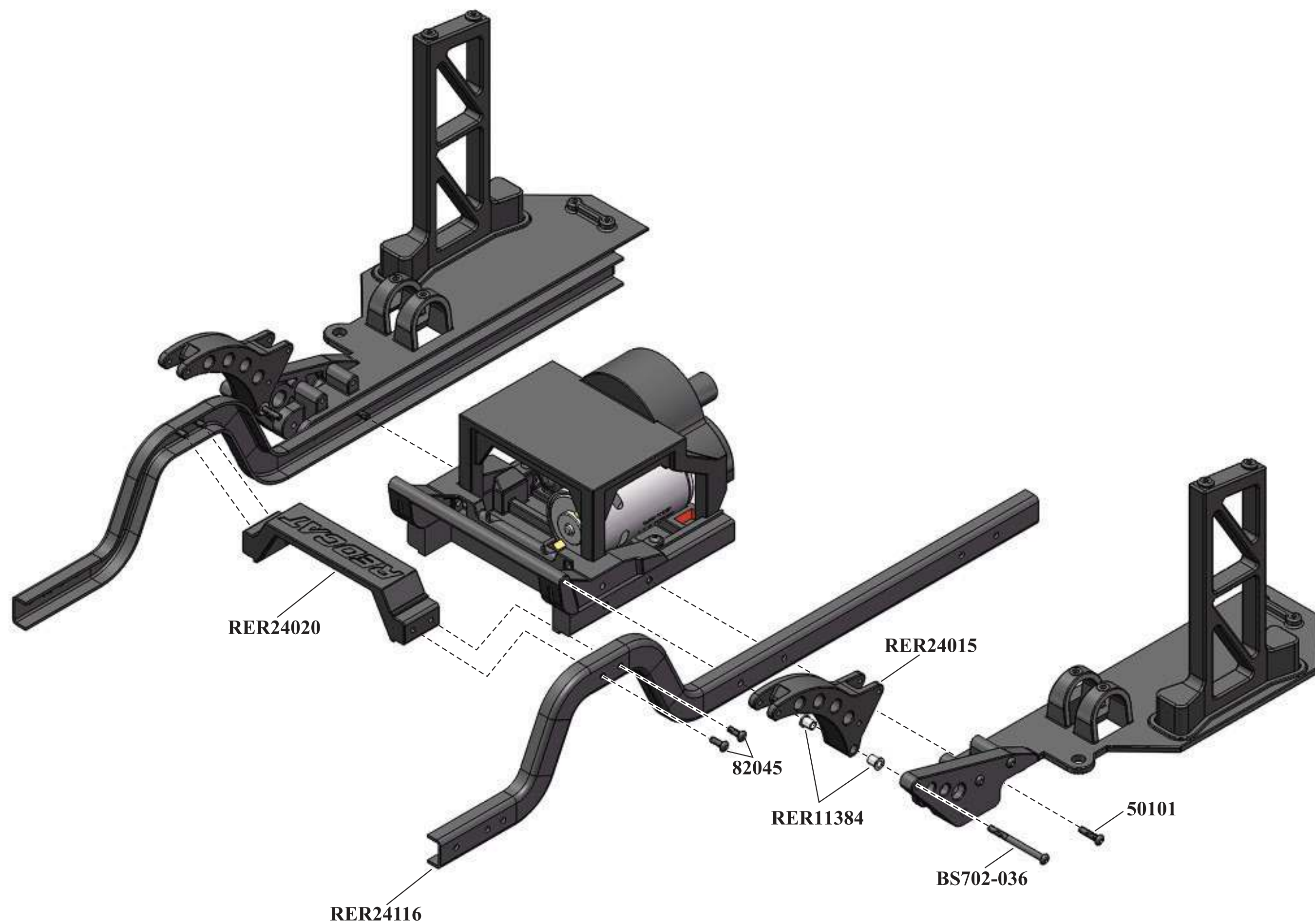
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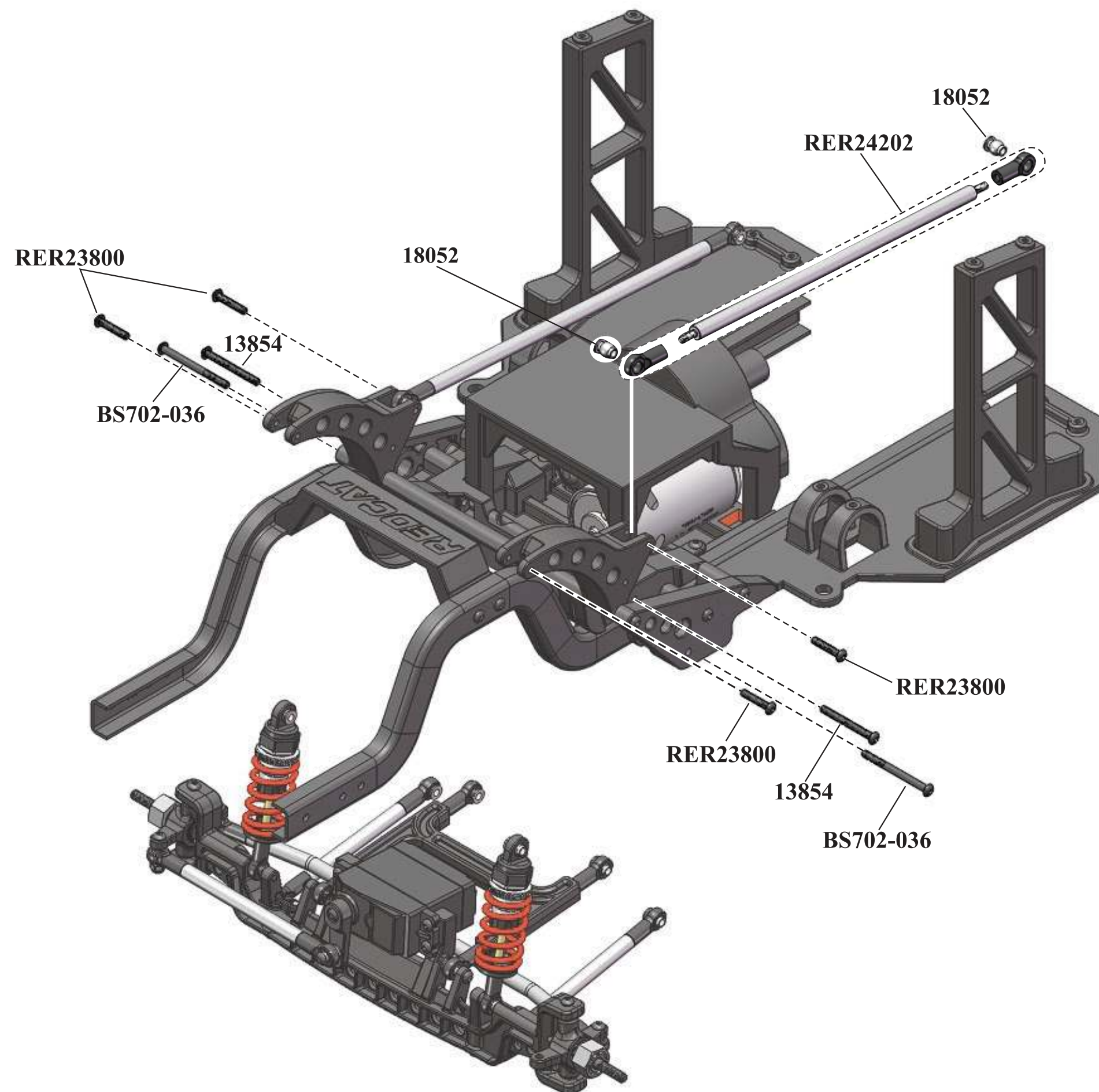
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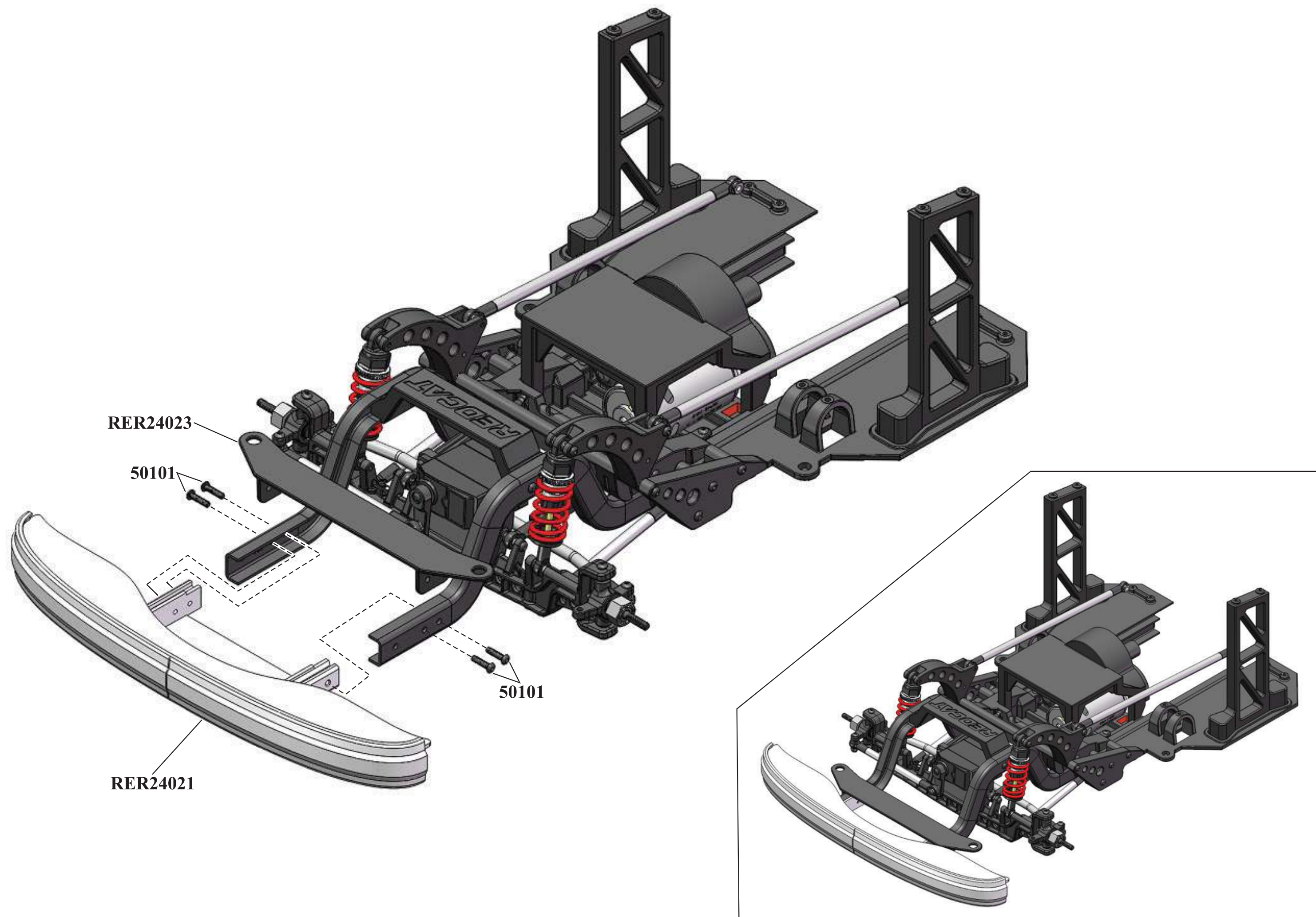
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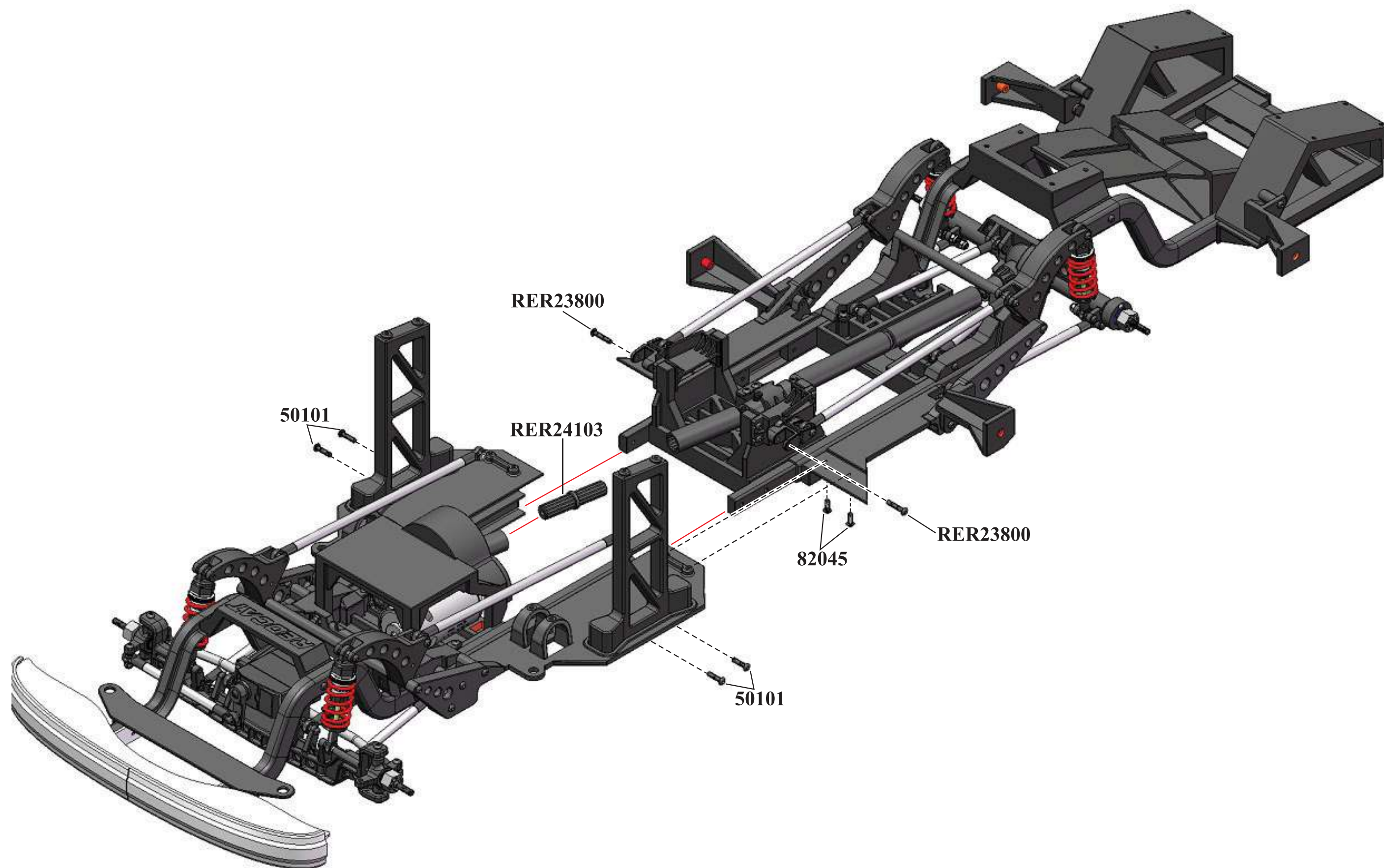
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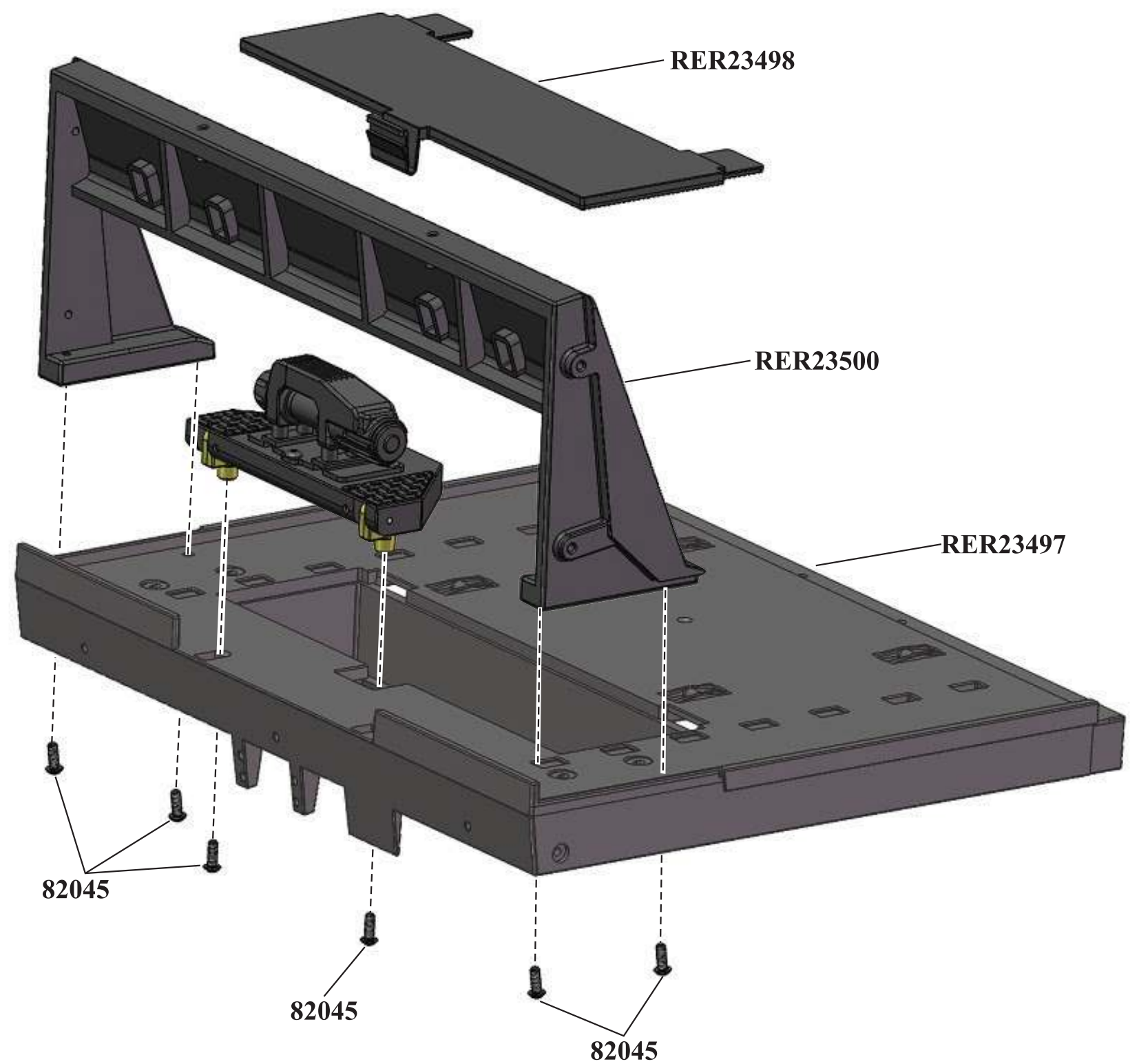
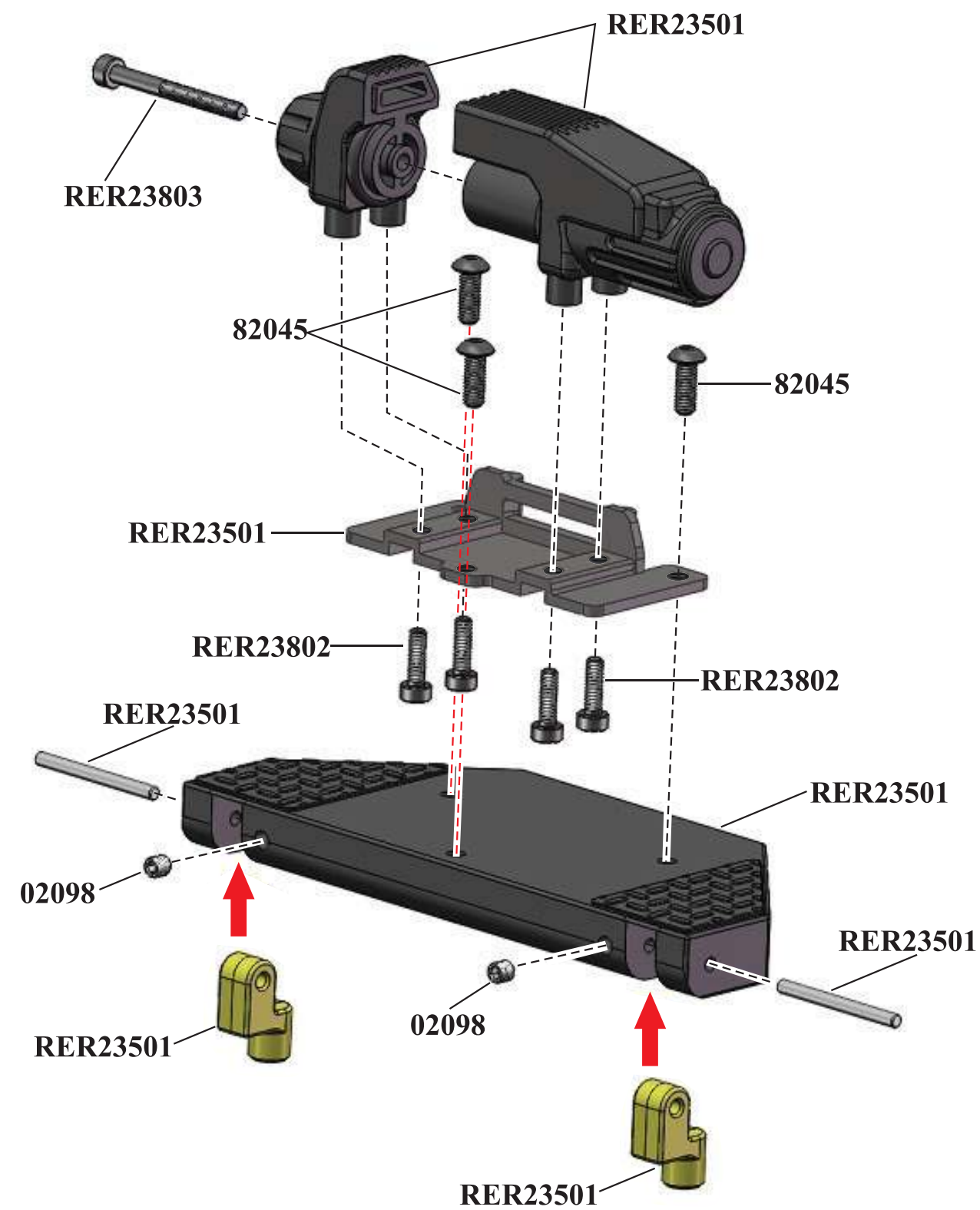
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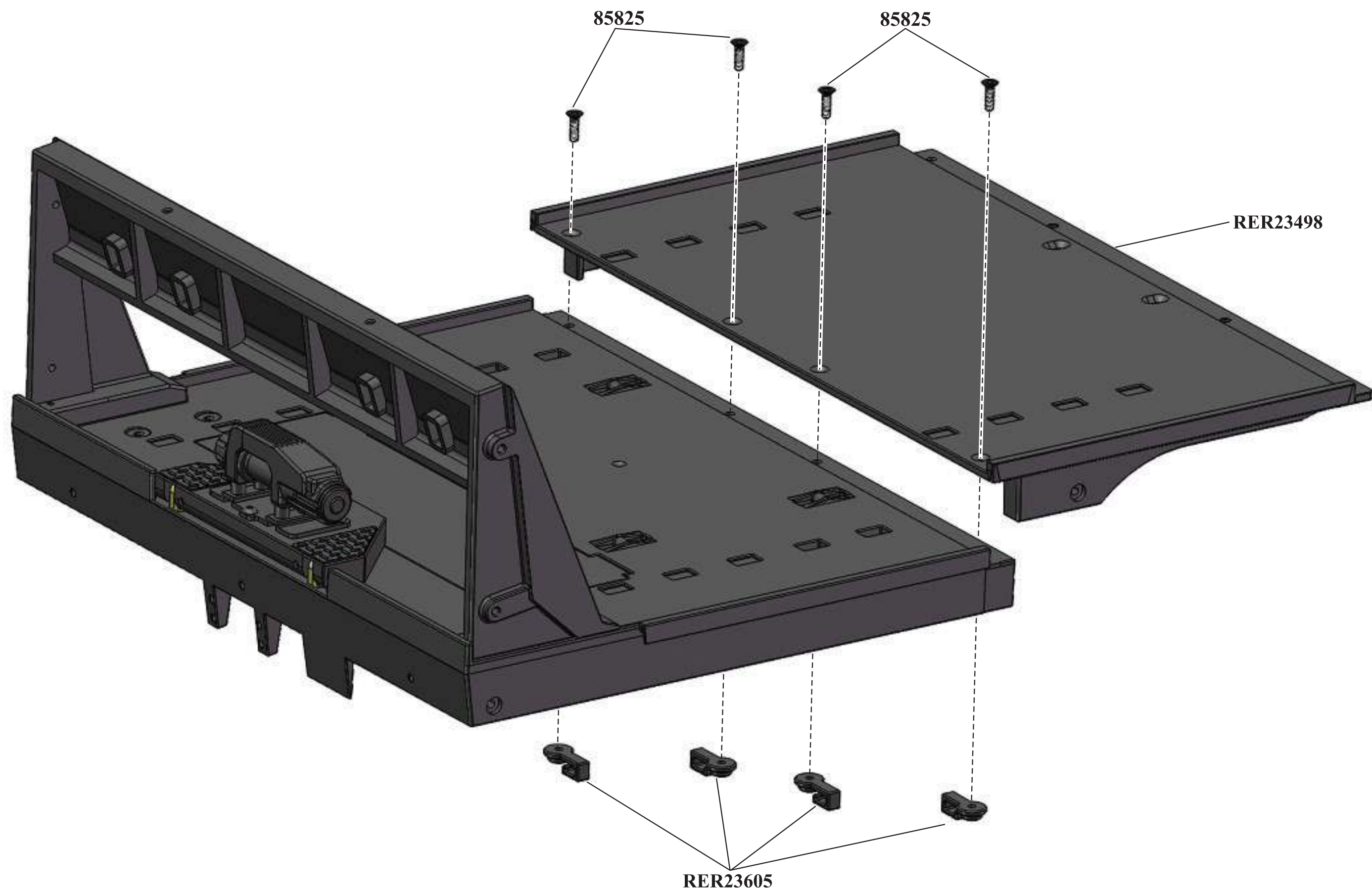
CHASSIS ASSEMBLY EXPLODED VIEW



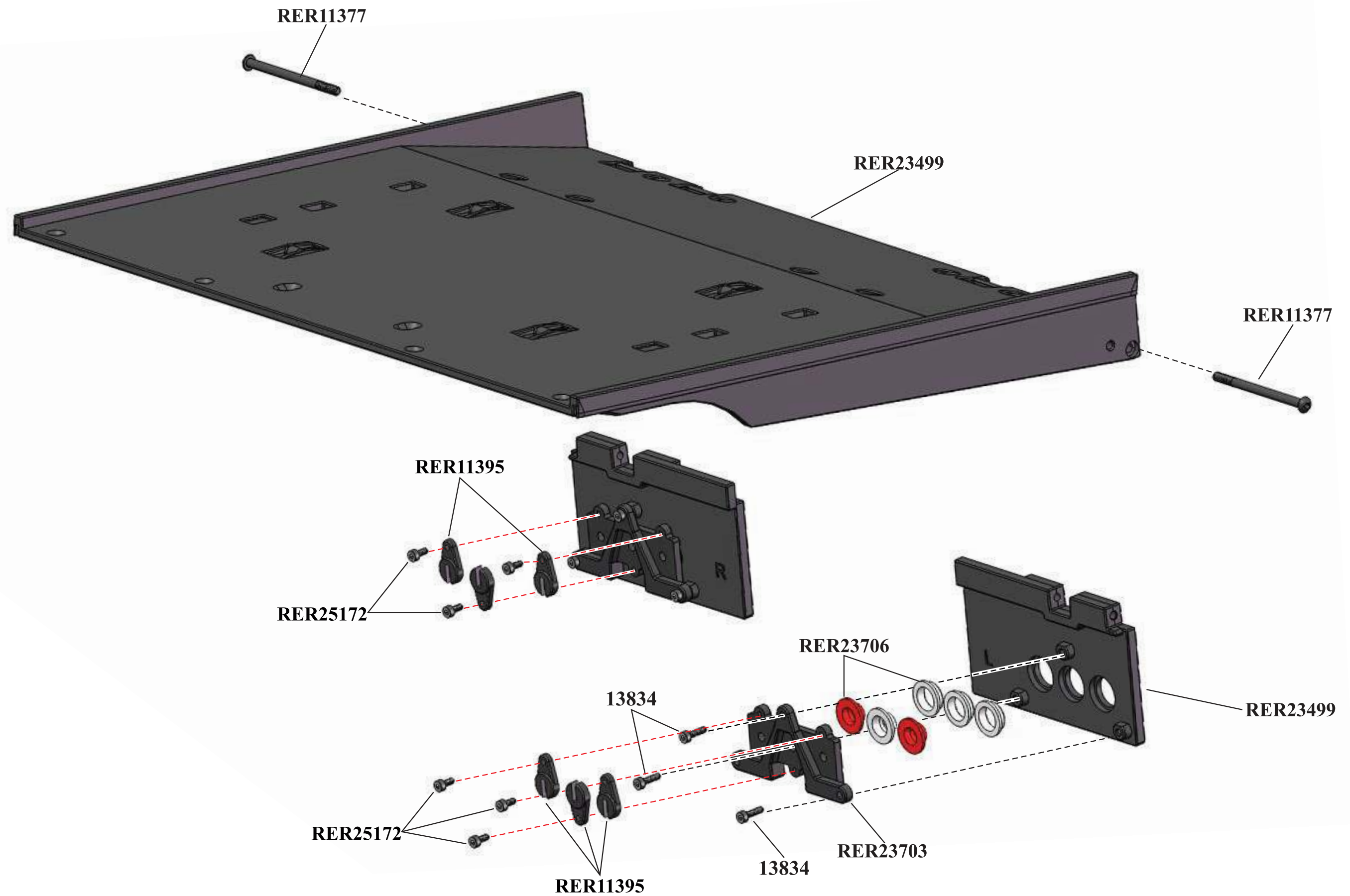
BED ASSEMBLY EXPLODED VIEW



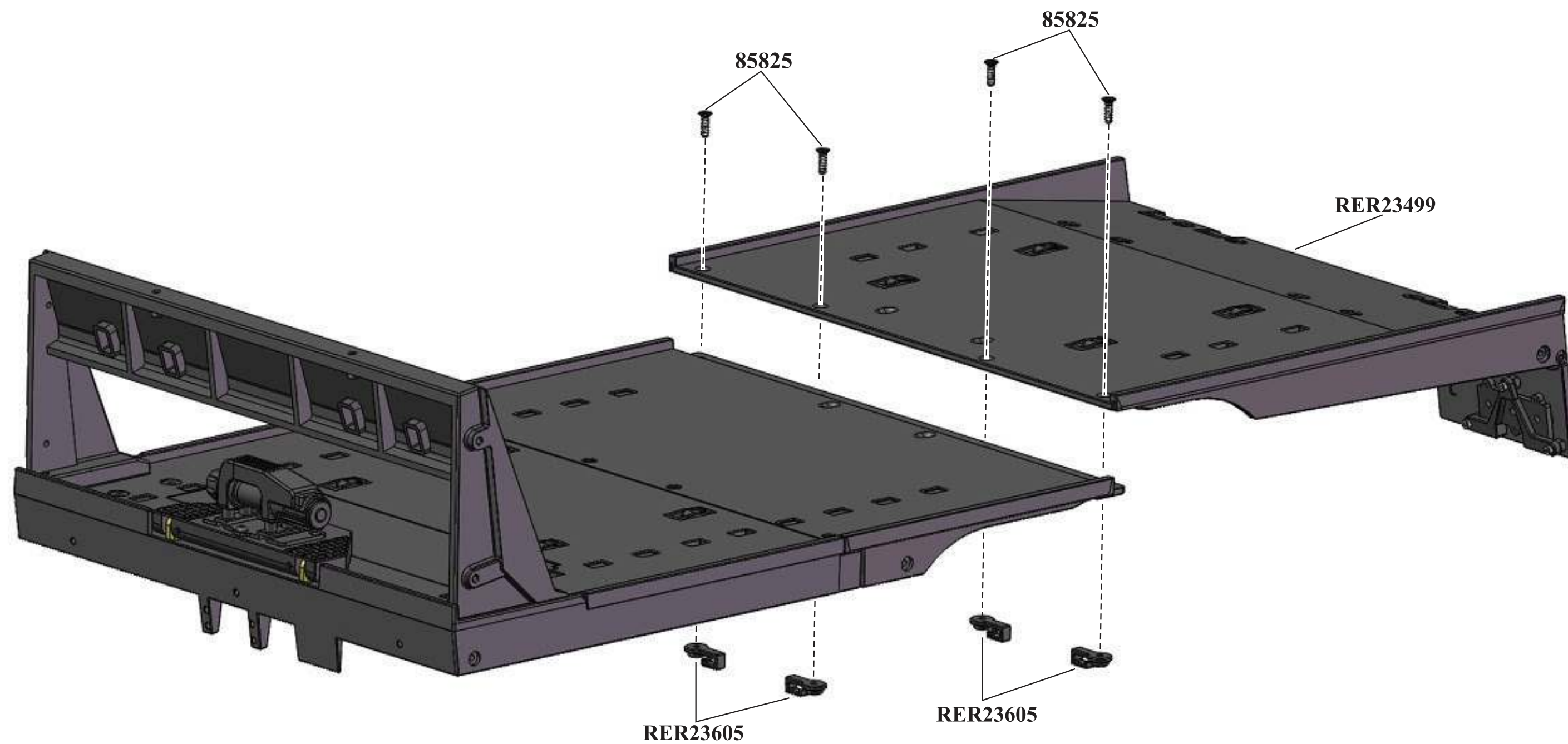
BED ASSEMBLY EXPLODED VIEW



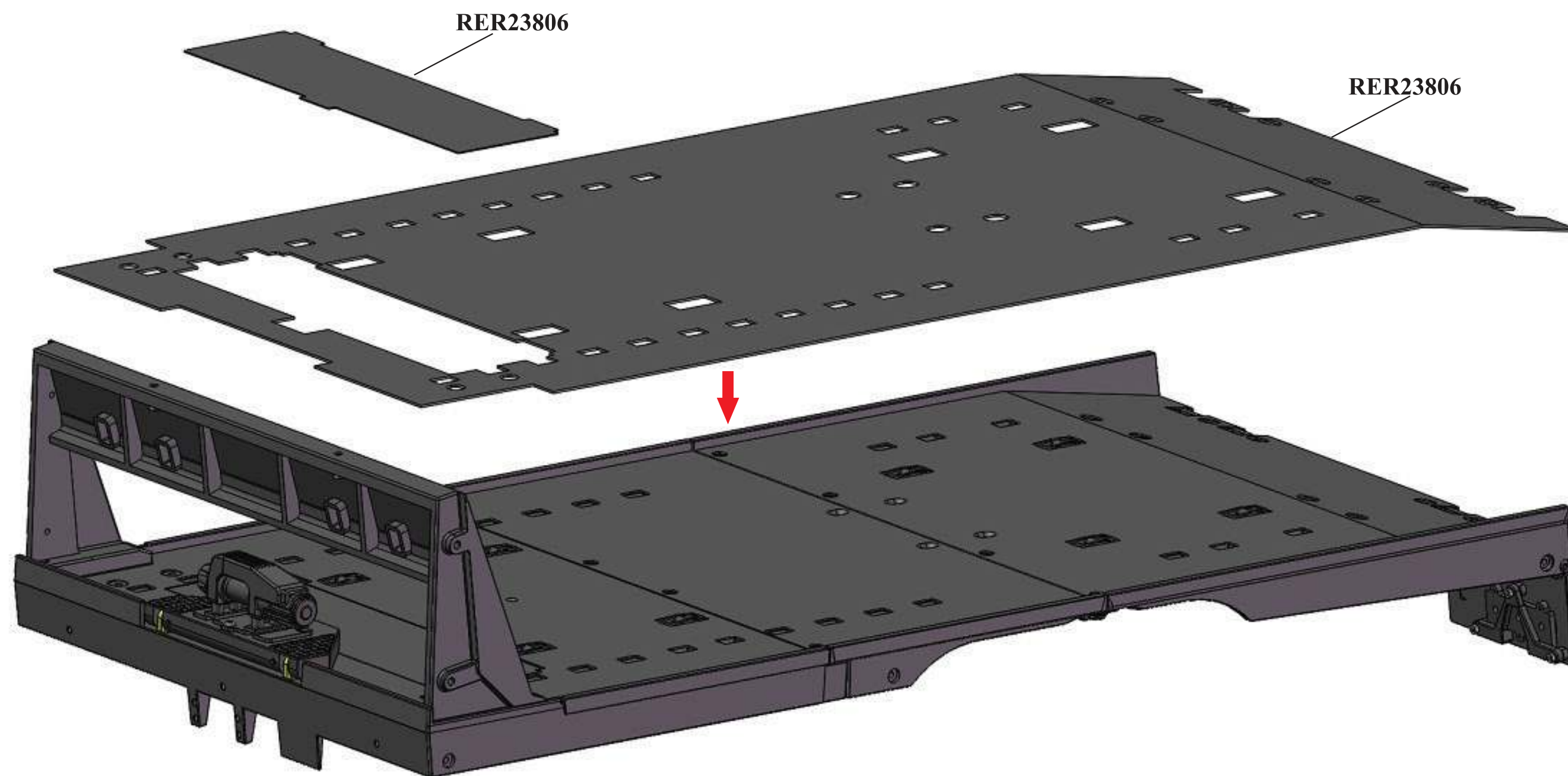
BED ASSEMBLY EXPLODED VIEW



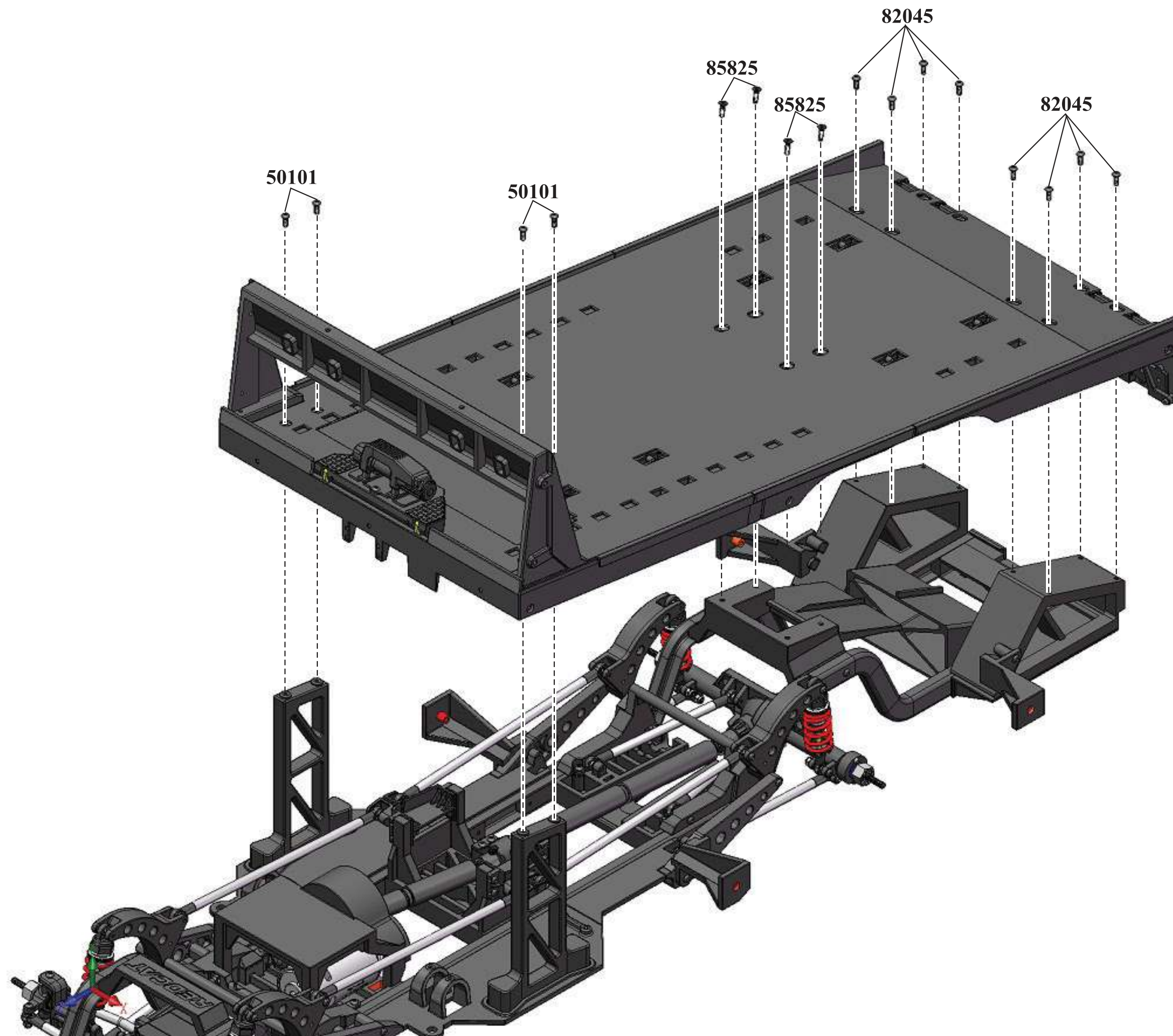
BED ASSEMBLY EXPLODED VIEW



BED ASSEMBLY EXPLODED VIEW



BED ASSEMBLY EXPLODED VIEW

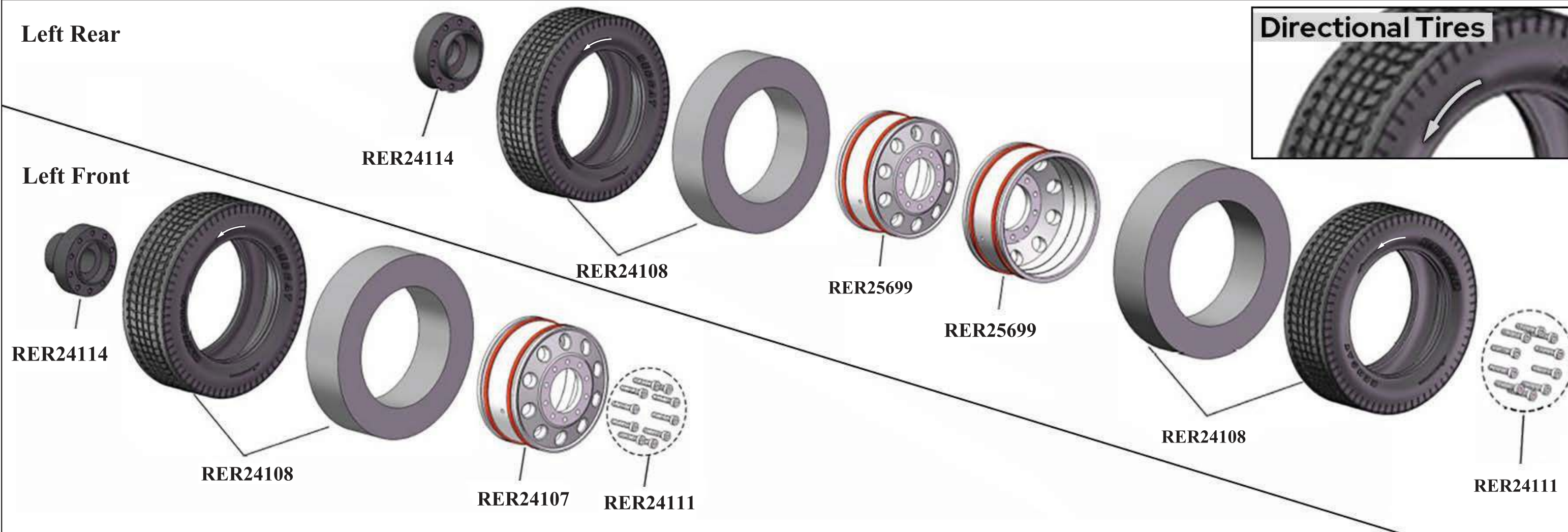


WHEEL ASSEMBLY EXPLODED VIEW

Left Rear

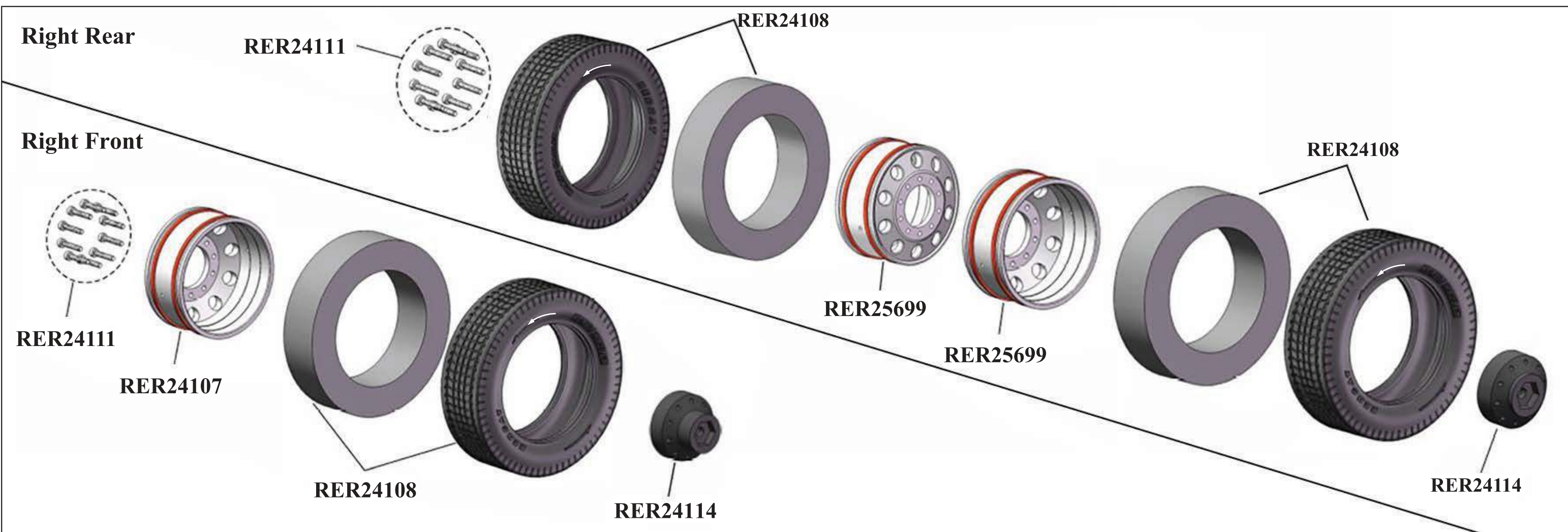
Left Front

Directional Tires

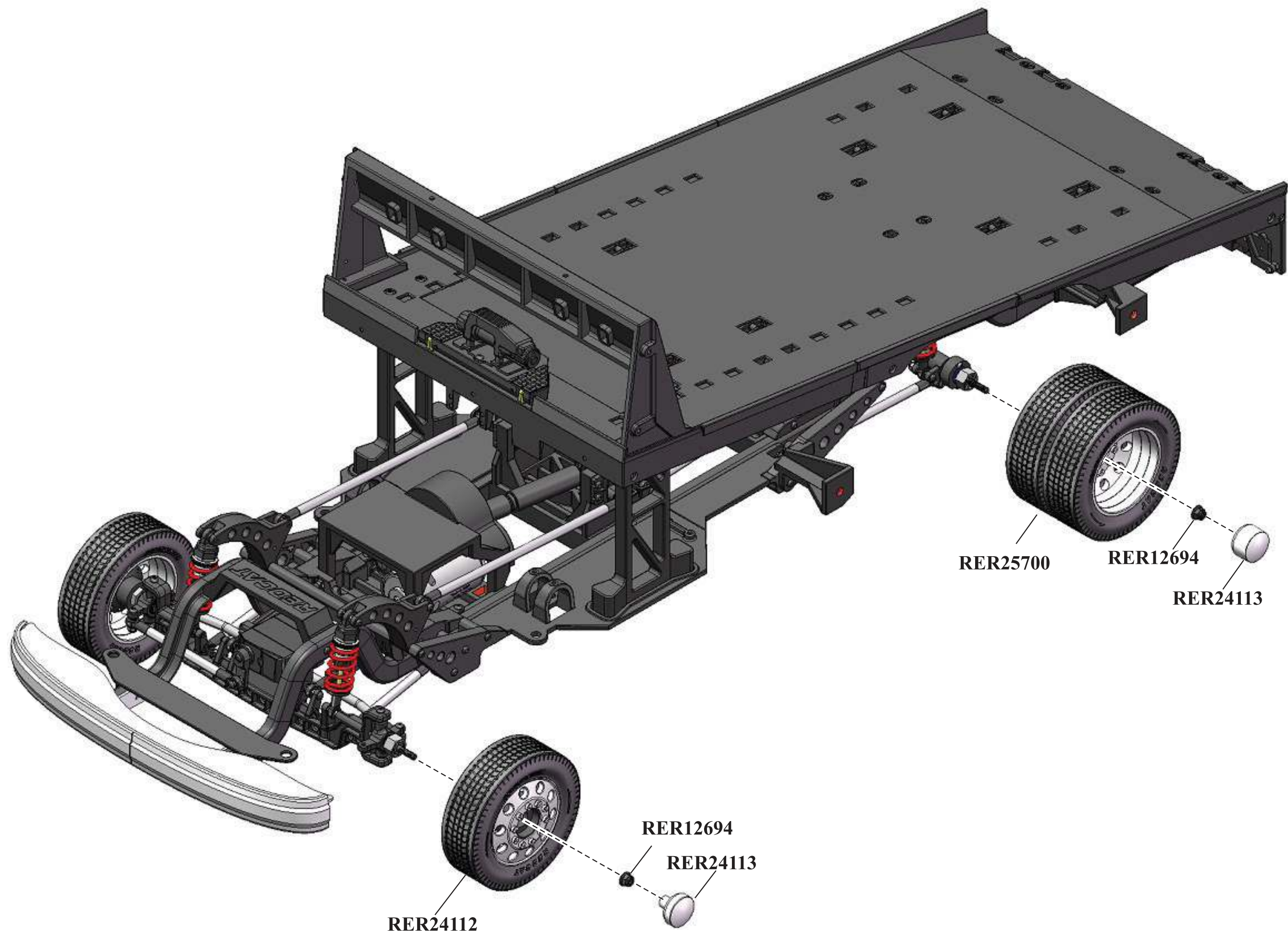


Right Rear

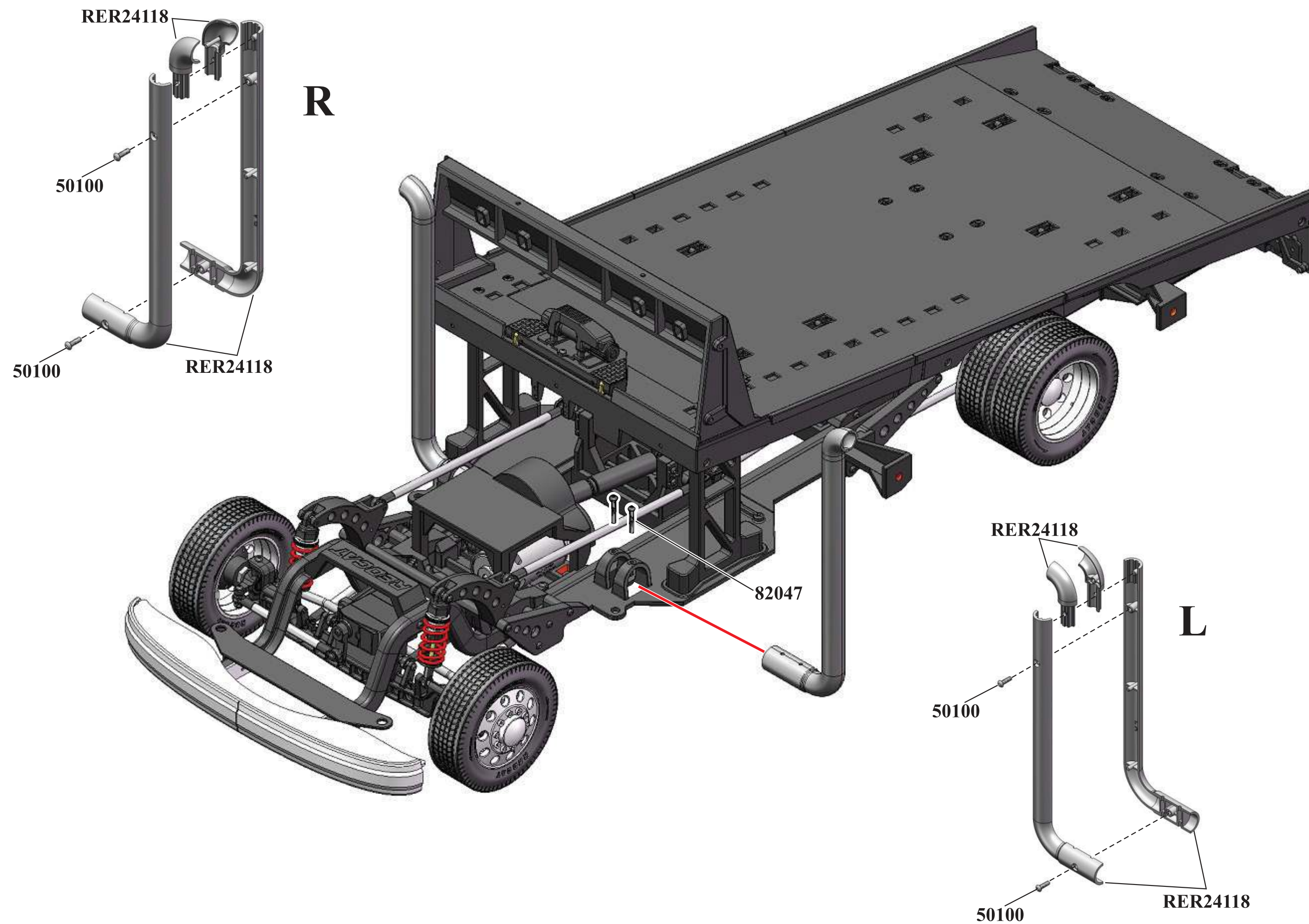
Right Front



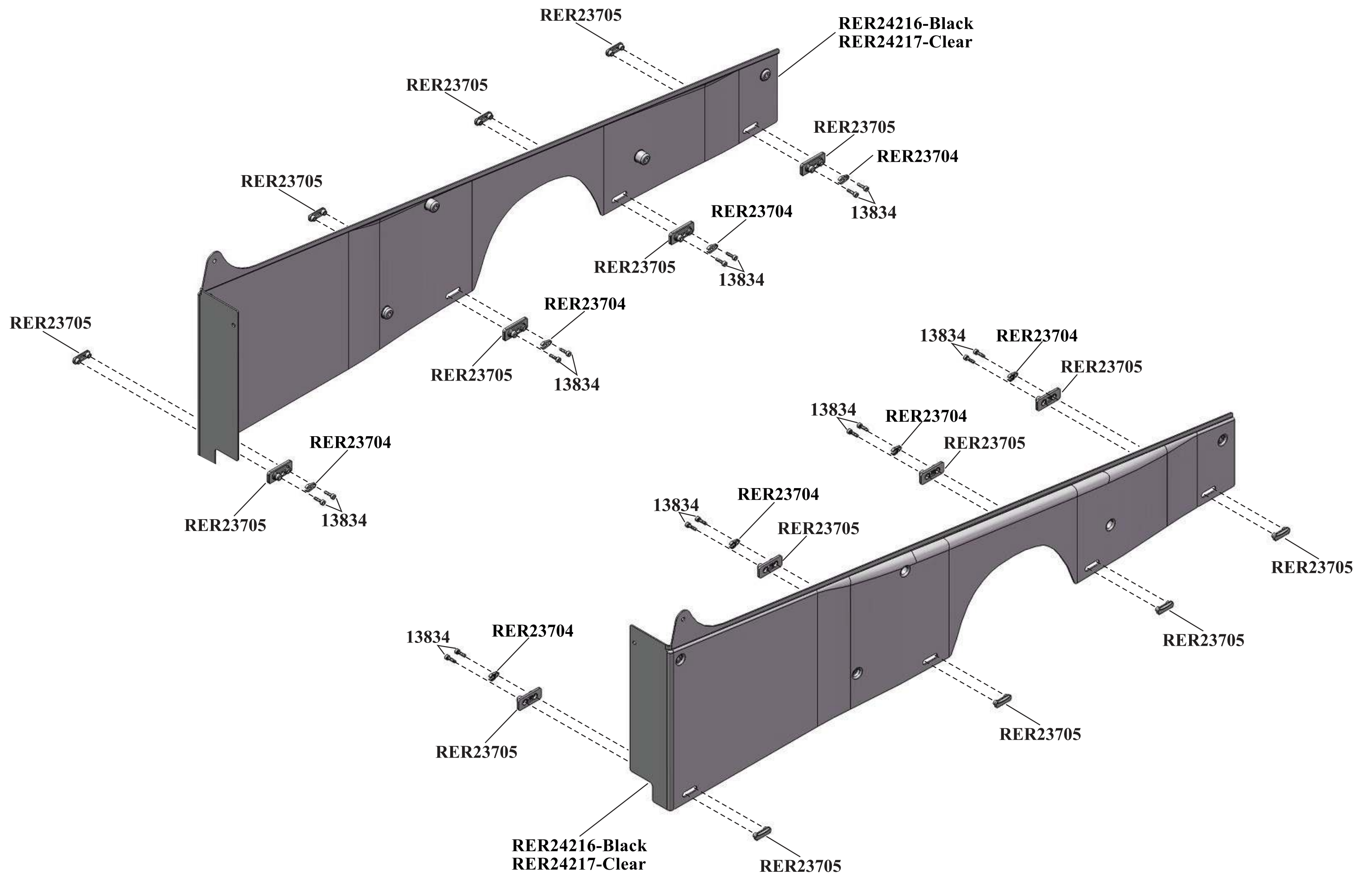
WHEEL INSTALLATION



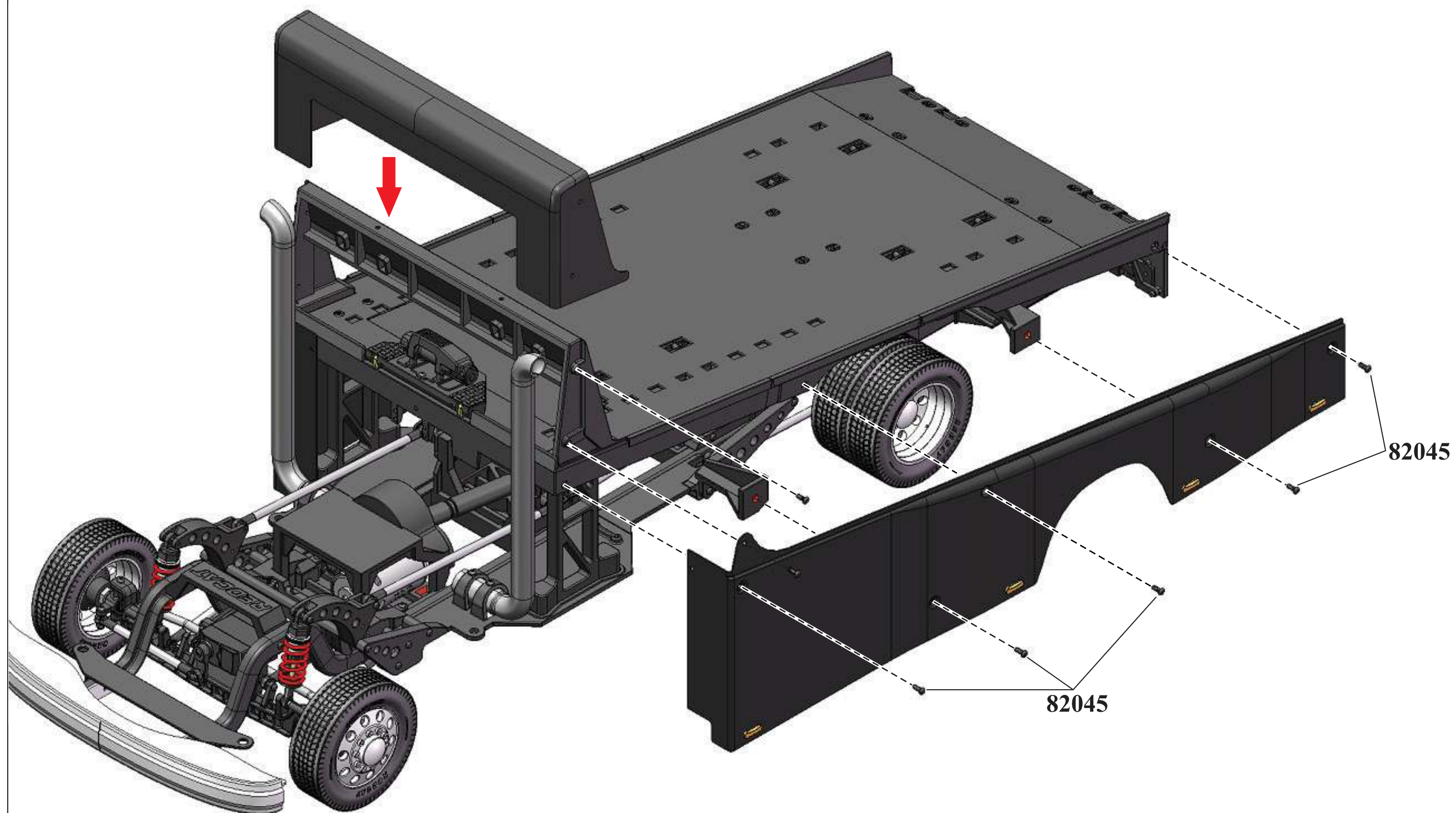
FAUX EXHAUST STACKS ASSEMBLY



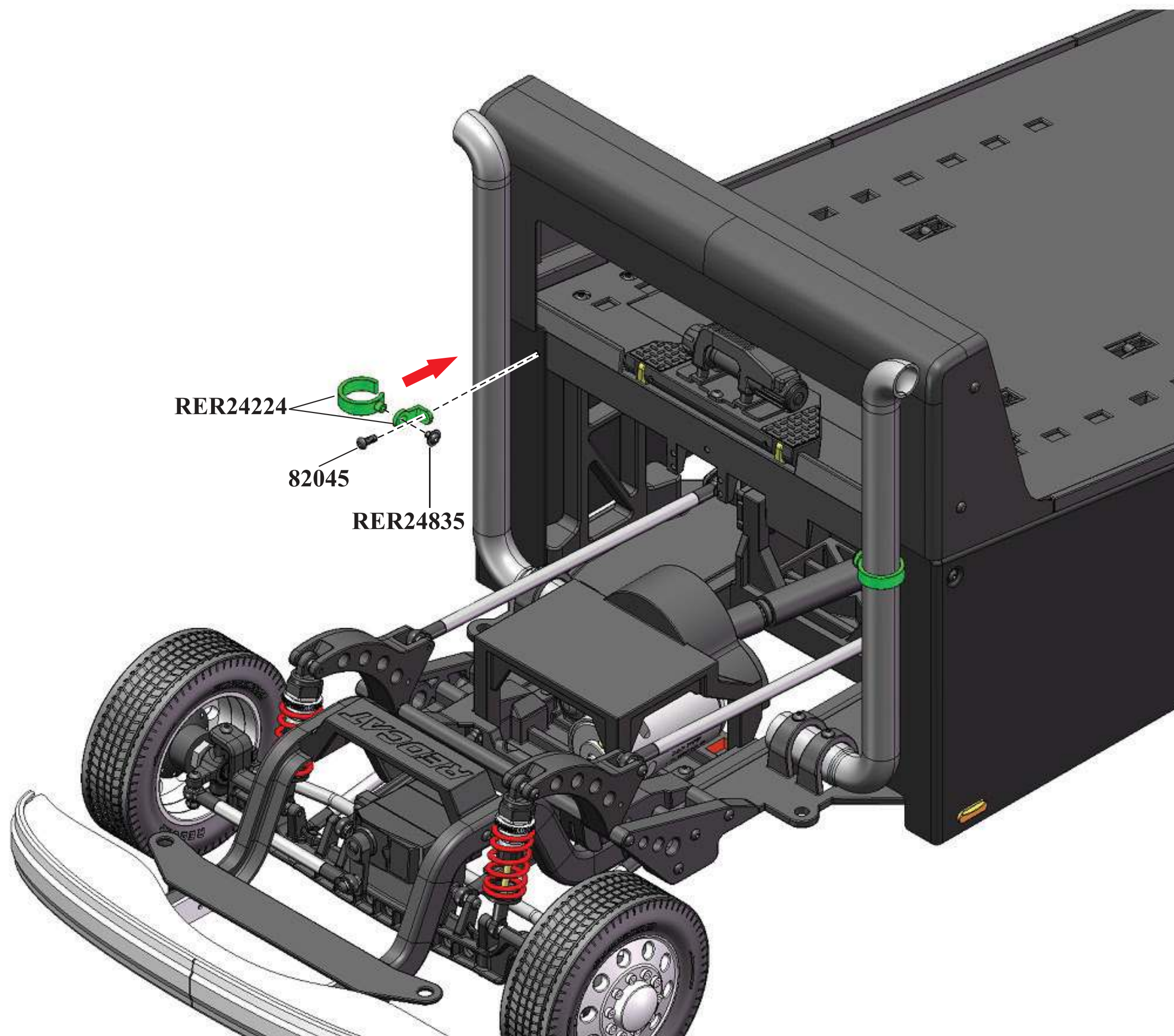
MARKER LIGHT BUCKET ASSEMBLY



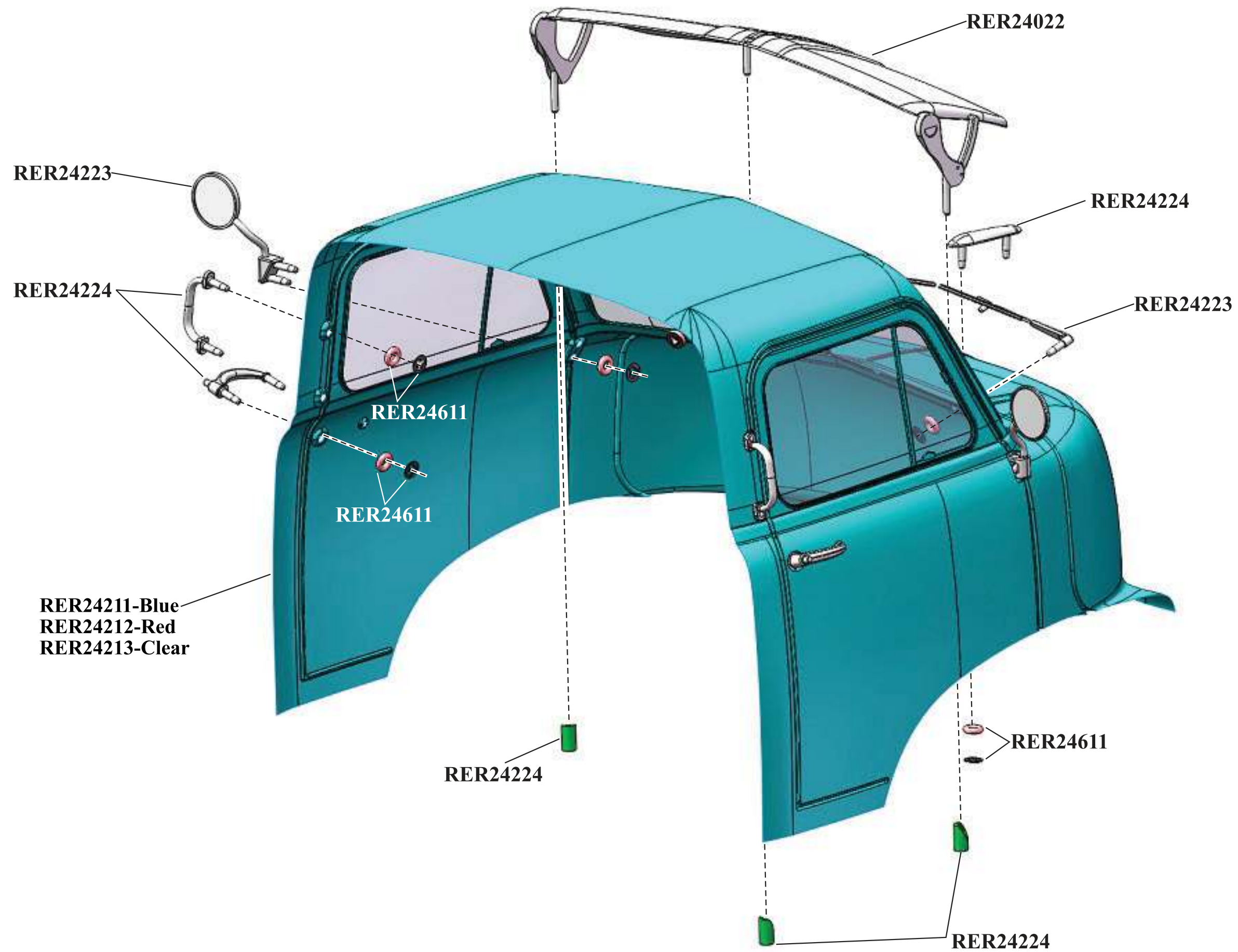
BED ASSEMBLY EXPLODED VIEW



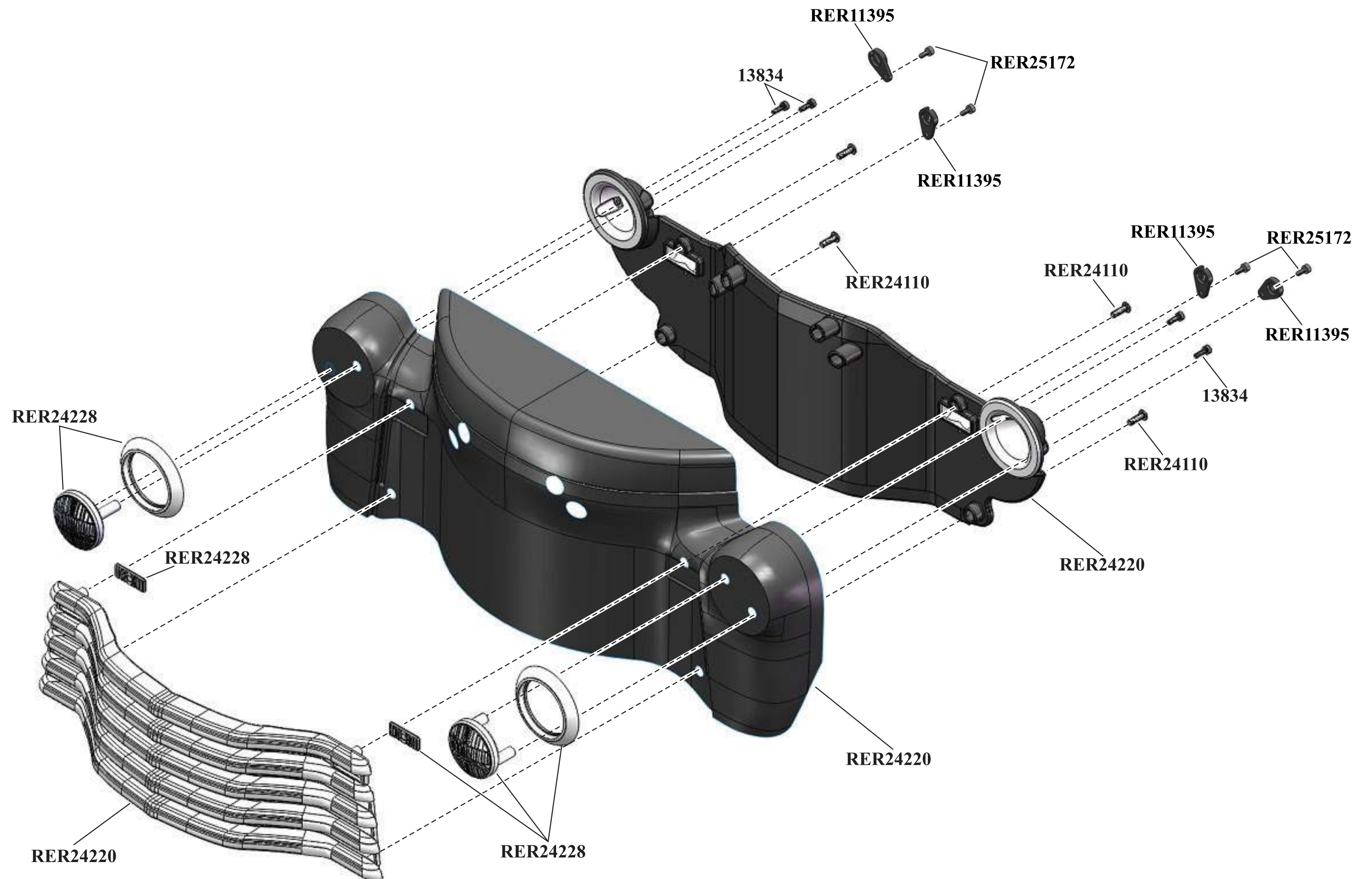
FAUX EXHAUST STACKS ASSEMBLY



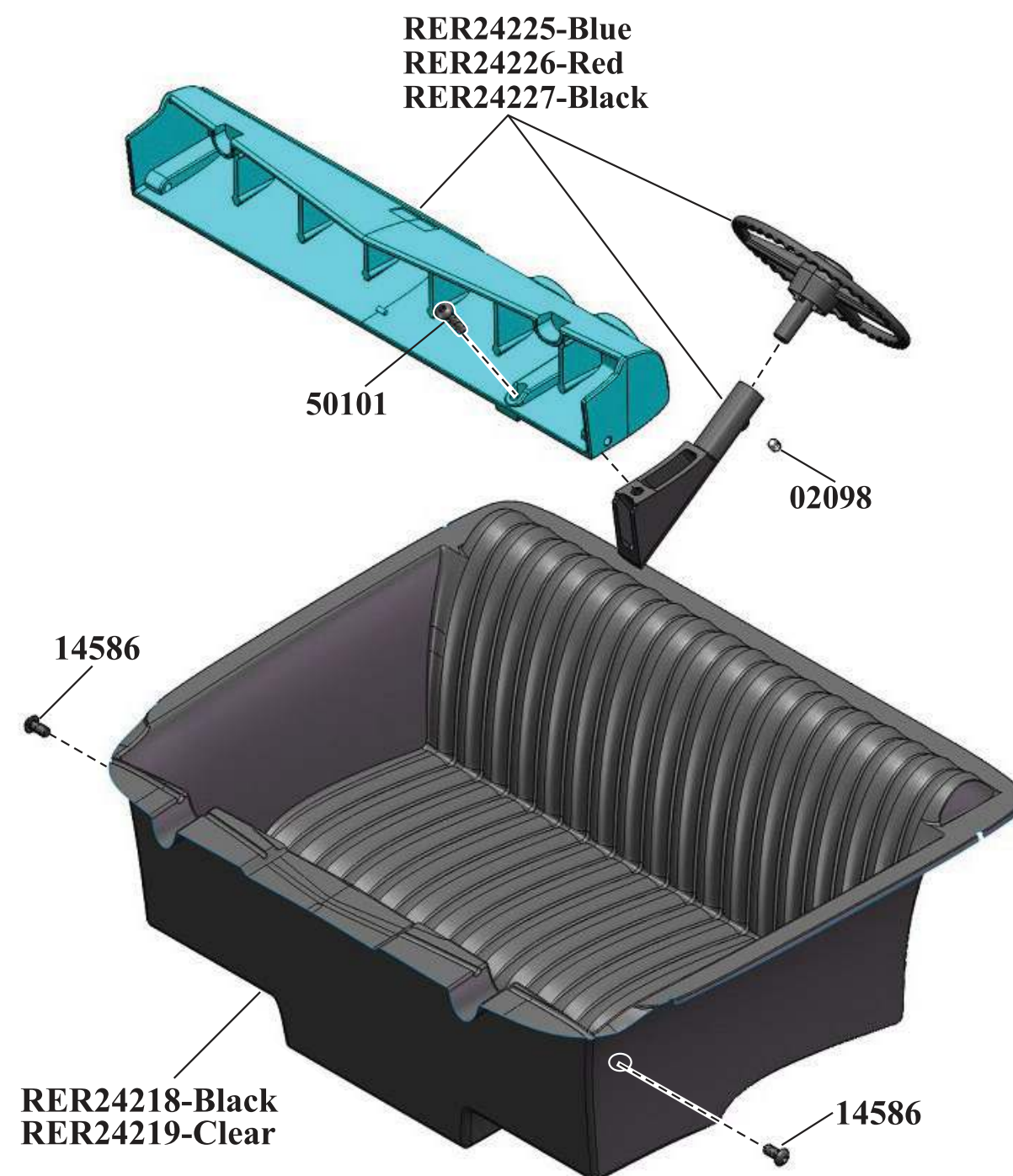
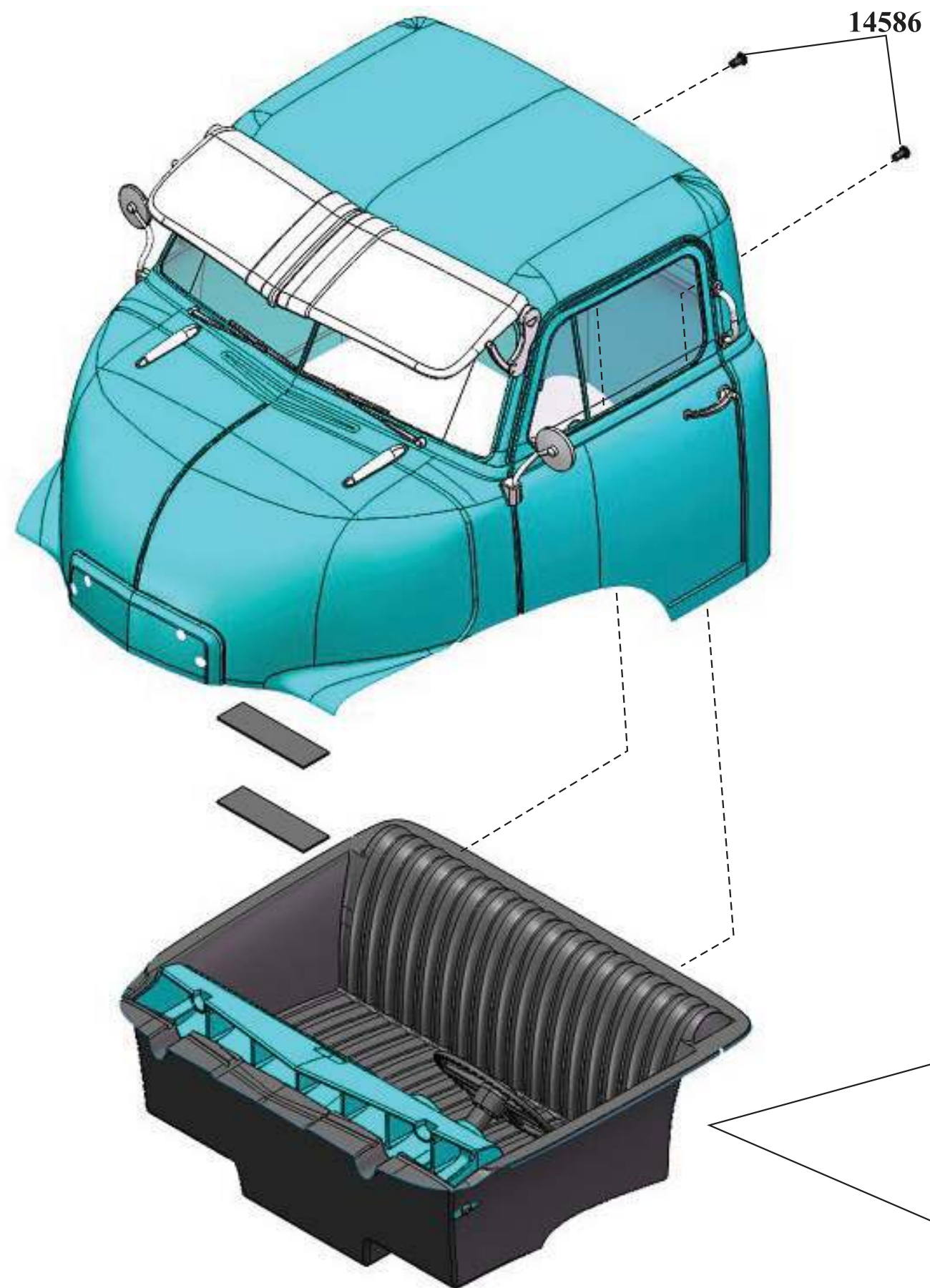
BODY ASSEMBLY EXPLODED VIEW



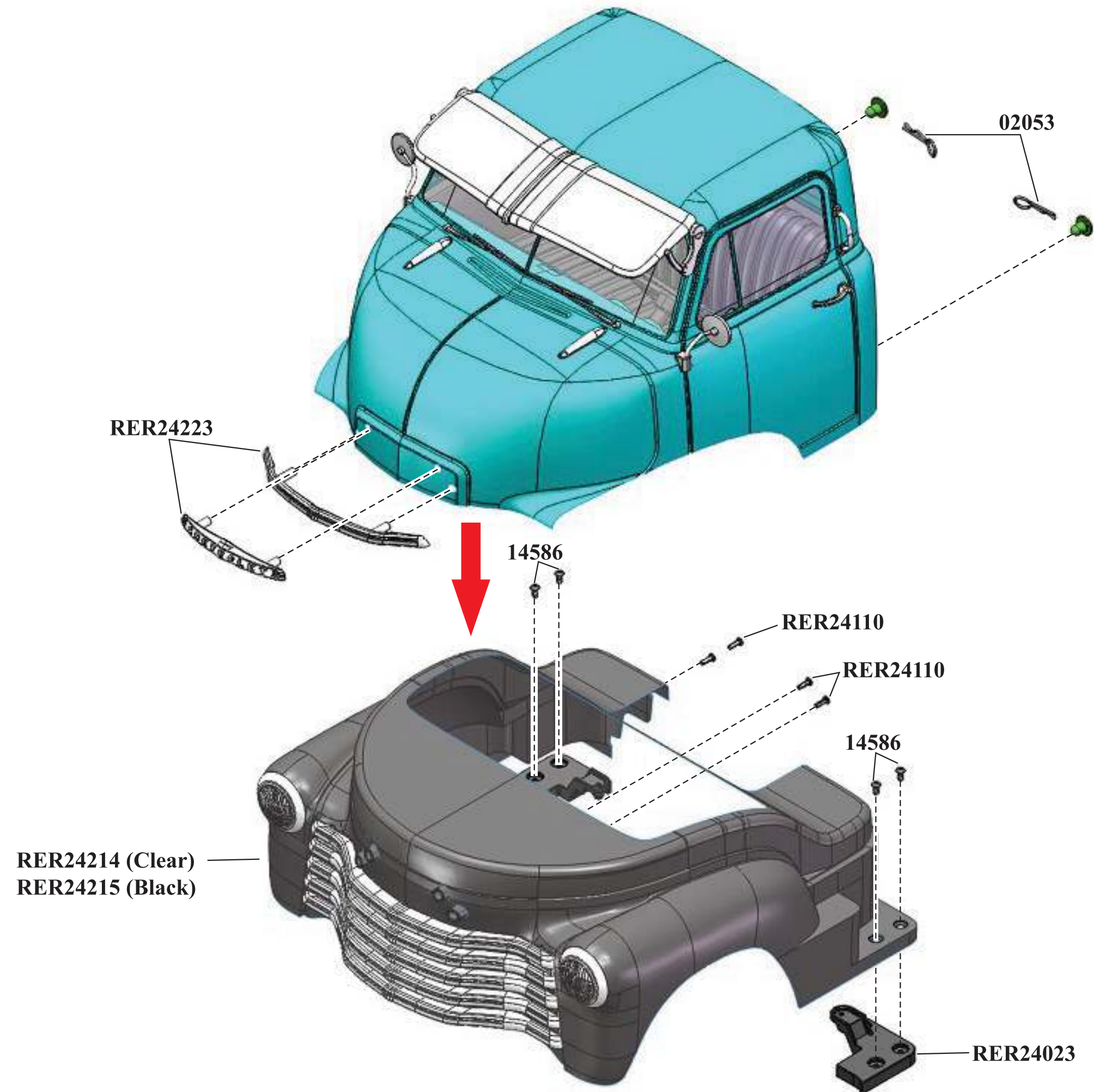
BODY ASSEMBLY EXPLODED VIEW



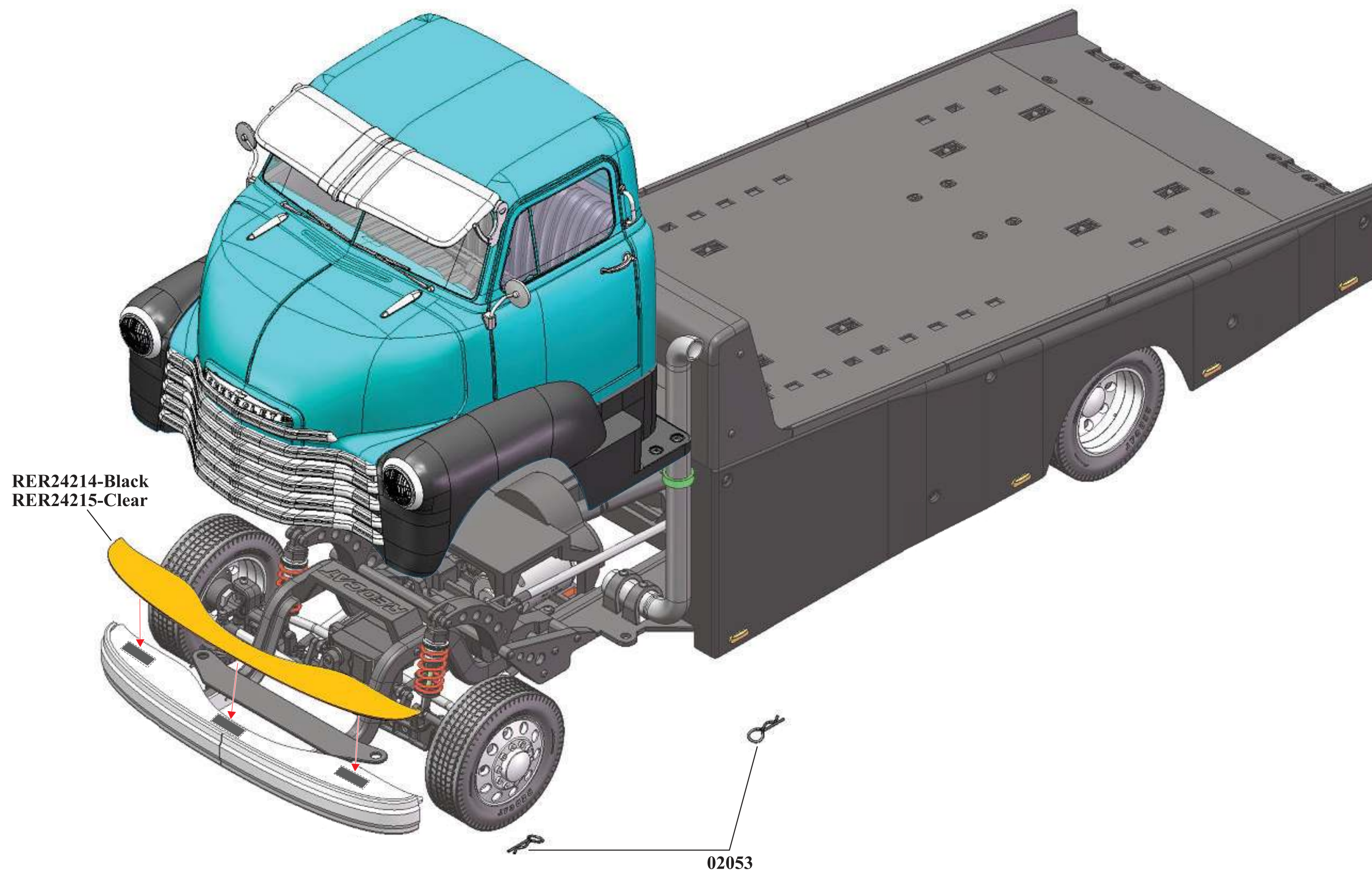
BODY ASSEMBLY EXPLODED VIEW



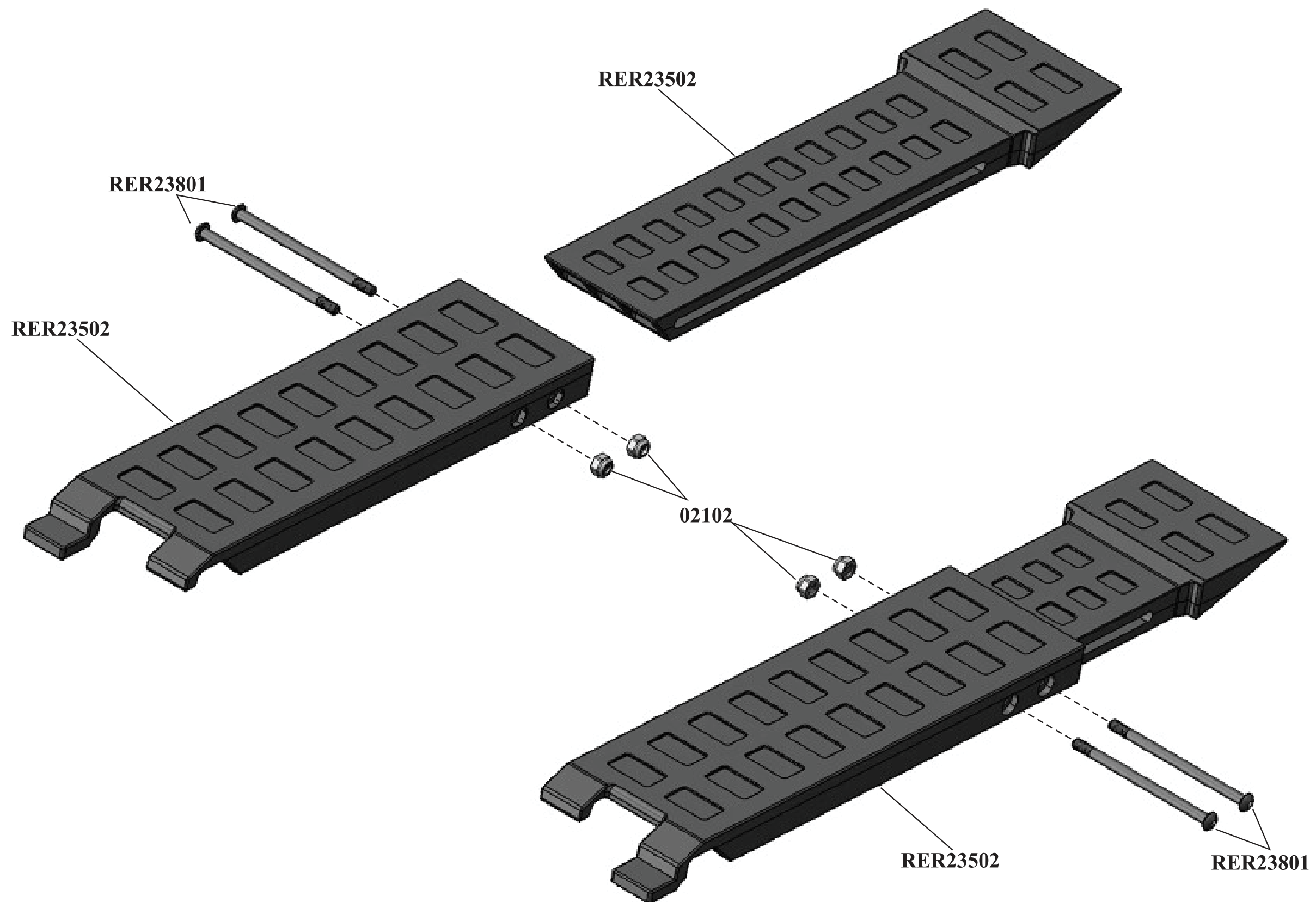
BODY ASSEMBLY EXPLODED VIEW



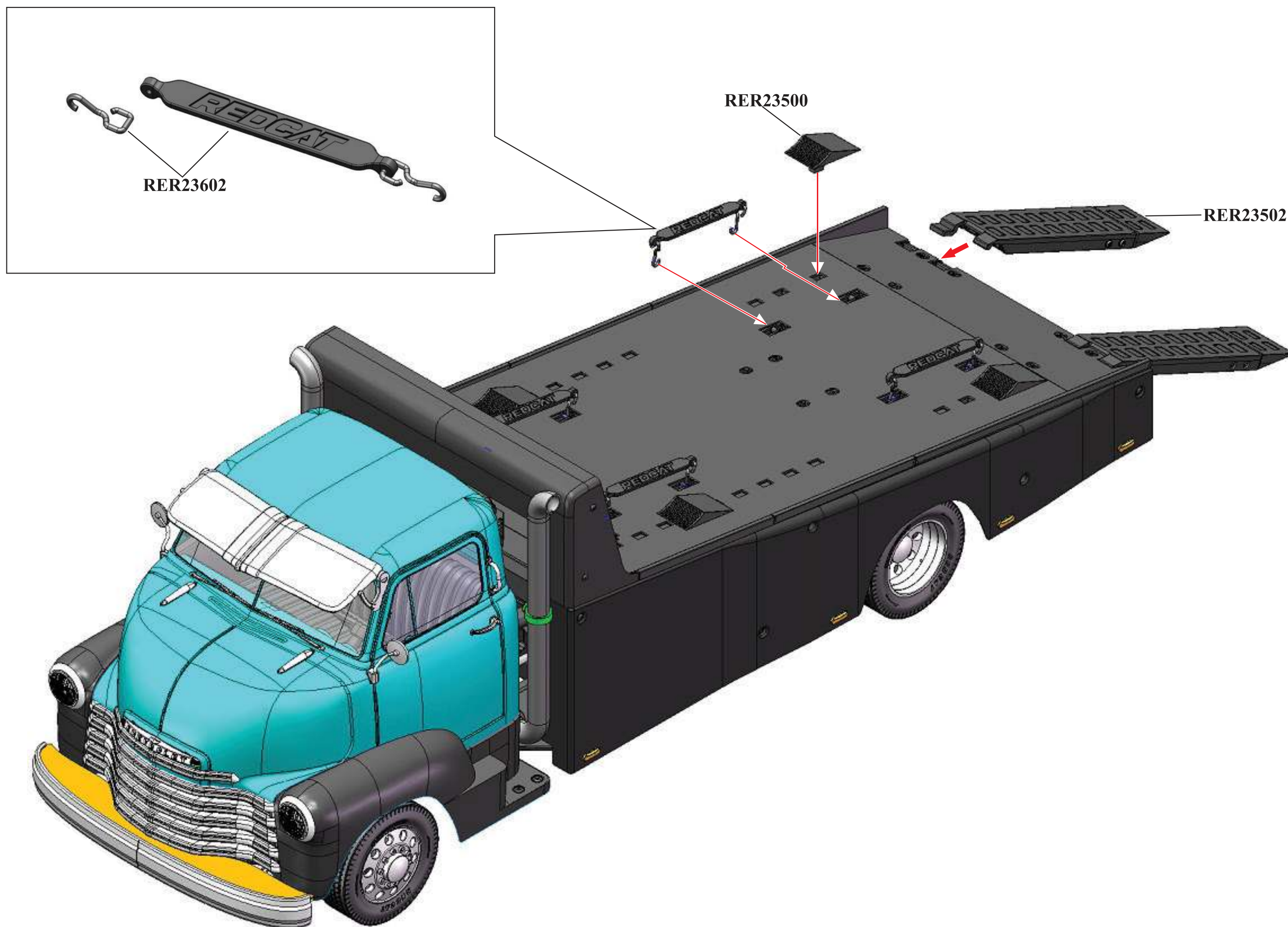
BODY ASSEMBLY EXPLODED VIEW



RAMP ASSEMBLY EXPLODED VIEW



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