Thank you for choosing ORCA Products, and welcome to the power and convenience of Brushless RC. By purchasing the Vritra VX Competition brushless Electronic Speed Control (‘ESC’), you have chosen one of the most advanced speed controls designed for all competition. This speed control with the most linear power curve and our advanced engineering, brings drivers to a new experience of race, allow multiple programmable parameters (using the ESC's Setting Card be purchased separately). Please read this manual thoroughly to familiarize yourself with the installation, setup, operation, and limitations of this unit. By operating this product, you accept the ORCA Warranty Terms.

**SPECIFICATIONS**

- **System:** Brushless
- **Forward/Brake/Reverse:** Yes (Factory preset at Forward/Brake)
- **Dimensions:** 39(L) x 31(W) x 22.5(H) mm
- **Weight:** 45g (excluding wires)
- **Voltage Input:** (4.8 ~ 9.9V DC)
- **Peak Current:** 720A
- **Motor Limit:** Over 4.5 Turns
- **Motor Type:** Sensored 540 sized brushless motors
- **B.E.C.:** 6V / 3.0A
- **Multi Protection System:** Yes

**INSTALLATION & CONNECTORS**

Solder the supplied wires to the soldering posts on the ESC according to the following scheme:

- Red wire + post (Battery +ve)
- Black wire - post (Battery -ve)
- Blue wire + post (Battery A)
- Blue wire - post (Battery B)
- Blue wire + post (Motor C)
- Black wire + post (Capacitor +ve)
- Black wire - post (Capacitor -ve)

(Warning! Use good quality solder and avoid soldering longer than 5 seconds per solder joint)

**BATTERY**

- To avoid radio glitches, arrange for the placement of the ESC such that the power wires and the receiver antenna wires do not cross over each other.
- Try to arrange for the receiver placement such that the receiver plugs are easily accessible. Use supplied extension cable if not accessible (for ESC setup purposes).
- Position the ESC where it is protected in the event of a crash, and use the supplied double sided tape to secure the ESC onto the chassis.
- Install/Solder your favorite battery connector to the battery wires if you do not plan to directly solder your battery. RED to +ve and BLACK to -ve. (Warning! Reversing the battery polarity will destroy your ESC and void the warranty).
- Connect the motor wires to the motor; you can either solder the wires directly to the motor or use your favorite connectors. Match the labels of the wires A, B, C, G with the labels of the taps on the motor when soldering. Avoid soldering longer than 5 seconds per solder joint and avoid shorting the motor by creating a wire bridge or a solder bridge on the solder tabs on the motor. (Warning! Soldering the motor may damage the ESC and void the warranty).
- Connect the sensor cable between the ESC sensor plug and the motor sensor plug.
- Connect the receiver plug to the CH2/throttle pin of the receiver.
- Secure the on/off switch in a place where it will not be accidentally knocked to the 'off' position during a crash.

**RADIO & ESC SETUP**

**Transmitter Settings:**
- Throttle Travel: Maximum / 100%
- Brake Travel: Maximum / 100%
- Throttle Exponential: Start with 0%
- Throttle Neutral Trim: Center / 0
- Throttle Servo Reverse: Reverse (Futaba, KO, Sanwa)

**Initial set-up of the throttle end-points of the ESC:**
- Connect the power wire of the ESC to a fully charged battery set; making sure the polarity is correct.
- Hold your receiver and transmitter first if your radio requires you to do so.
- Turn on the transmitter and hold the throttle at full brake position.
- Press “Enter” to enter the Program Mode or Date Reading. (Detail please see the OPERATION DIAGRAM, in page 2)
- We have Mod Mode and stock Mod for each have 15 menus in the Program.
- Menu 1 to 12 are operational settings of the ESC. Each menu consists of its own set of Parameters. Detailed explanation of each menu and its parameter set is found later in this document. It is important that you familiarize yourself with these menu items in order to get the most out of your ESC.
- Menu 4 allows you to set up the current displayed Parameter in the setting card. Maximum of 5 Parameters can be stored.
- Menu 13 allows you to load either the factory default Parameter or any previously saved Parameter back to the setting card memory.
- Menu 5 allows you to send the current displayed Parameter on the setting card to the ESC – overwriting whatever is in the ESC.

**Tips!**
- Whenever in doubt, double check your ESC setting by initializing the setting card again and check each menu setting.

Navigation around the Program Menu is done using the 4 buttons on the front hand side of the setting card. The function of each button varies depending on which screen the display is showing.

**Team ORCA Ver. XX XXXXXXX:**
- “Enter” button - go to next page
- “Select” button - Scroll down the menu
- “List” button - Scroll down the choices
- “Set” button - Enter Parameter on the setting card to the ESC and overwrite old data in the ESC
- “Back” button - Return to the previous setting

**Note:**
- The setting card is not included the package, need to purchase separately.
- The setting card will compare the Parameters before writing. If no changes are made, the setting card will display "unchanged", if changes are made, you will hear a series of beeps and the setting card will display "Send OK".

**Tips!**
- Do not worry about making mistakes. You will not damage the ESC during set up. If in doubt, you can always reheat the default set up and start over again (Load Menu 13 Default and confirm Send on Menu 15).

**OPERATING TIPS**

Multi Protection System – Other than the Low Voltage Protection and the Overheat Protection that were described above, the ESC has 2 more build-in protections:

**Motor Lock Protection:**
- The ESC is protected against damage when the motor is stuck and does not turn at all. Power will not be applied in this situation.
- Caution! Since the ESC relies on the feedback of the 3 motor wires to deploy this protection, it ONLY works if the motor does not turn AT ALL. If the motor has any rotation, the ESC will consider the motor to be operational and the power to the motor will not be cut off.

**Fail Signal Protection:**
- In case the radio signal to the ESC is interrupted for over 1 second during a run, the ESC will cut off until the signal resumes.

**LIMITED WARRANTIES / REPAIR PROCEDURES**

All ORCA products are manufactured according to the highest quality standards. ORCA does their best to be free from defects in materials or workmanship for 60 days from the original date of purchase verified by sales receipt. This limited warranty does not cover damages that are result of normal wear, misuse or improper maintenance of the product.

To avoid unnecessary service and mailing charges, always eliminate all other possibilities and check at components for malfunctions before sending in your unit for repair. Products sent in for repair that operate perfectly will be charged a service fee.

When sending in the product, always pack carefully and include the original sales receipt, a description of the problem encountered, your return address and contact information.

Since we do not have control over the installation and use of this product, we cannot accept any liability for any damages resulting from the usage of this product. Therefore, using this product is at your own risk, and the user accepts all resulting liability from installing and using the product.
**Detailed Explanation of each ESC Menu items:**

1. **Timing Start** – Allows you to adjust which throttle point to start to add timing, this will make easy to get a smooth power band for all kind of motors.

2. **Timing** – Allows you to adjust the timing of the motor (0~20 for Mod Mode and 0~40 for Stock Mode 1st increments):
   - Generally speaking, in brushless systems, increasing in timing will result in increase RPM of the motor. However, increase in timing also decrease the efficiency of the system, thus generating heat on the ESC and motor.
   - Lower timing has the most torque and the lowest RPM; Higher timing has the least torque and the highest RPM.
   - With Mod motor start from Timing 6
   - With Stock motor start from Timing 15
   - Experiment with different settings to find the setting that fits your driving style most.

3. **Timing Interval** – Allows you to adjust the timing “ramp-up” fast and low, will cause you can pick up more Smooth (+1,+2,+3) or Aggressive (-1,-2,-3) (Default in “Normal”)

4. **Turbo Delay** – Allows you to adjust the timing gap between the Timing System to Turbo Timing system (0.02 sec to 0.15 sec in 0.01 sec increments):
   - Turbo Delay is needed because when the ESC is operating under the Turbo Timing mode, it drives the motor to very high RPM - however, with very low torque. With Turbo Delay, the motor has a chance to rev up before the Turbo Timing kicks in. Thus achieving higher top speed.
   - Proper adjustment of the Turbo Delay will result in smooth transition and continuous power band from regular Timing to Turbo Timing.

5. **Turbo Timing** – Turbo Timing is unique to brushless systems because the ESC can simulate motor timing advance. While mechanical timing advance in brush motor system is limited by the physical phase of the motor, brushless ESC timing advance can push beyond that physical limit. As a result, motors can run at a super-high RPM in the Turbo Timing mode, resulting in a sensation of having a 2nd gear! Turbo for top speed. This menu allows you to adjust the amount of Turbo Timing in your ESC in 1st increments. (The Turbo Timing never bigger than “Timing”). Turbo Timing is applied at 96% throttle. Higher Turbo Timing settings will increase top speed, but will drive motor and ESC temperature up as well.

6. **Turbo Interval** – Turbo Interval is effective only when Turbo Timing is in operation. It acts as a “ramp-up” for the Turbo Timing (4,5,4,3,2,1, Normal, +1,+2,+3,+4,+5,+6)
   - Turbo Interval setup is important to ensure high-end top speed on long straightaways.
   - (0-6) -1 this will make the turbo more aggressive and early to top speed. (Suitable on high traction)
   - (+1-6) this will make the turbo more smooth and least to top speed. (Suitable on low traction)
   - Default in “Normal”

7. **Drag Brake** – Also known as trail braking - allows you to set the automatic brake force applied when the throttle returns to neutral position (25 steps from 0% to 25%
   - Drag brake affects how a car handles off-throttle (entering a corner). With drag brake on, there will be more weight shift to the front tires thus increasing the front end grip when you let off the throttle.
   - Experiment with different settings to find the setting that fits your driving style most.

8. **Initial Brake** – Allows you to set the amount of brake during manual braking (Steps from OFF to 20%):
   - OFF – Brake linear base on transmitter.
   - Adjust initial brake to set certain level of “hard brake” effect.(also can adjust your transmitter brake hi-point to get your need the brake force)

9. **Brake Frequency** – Brake Frequency operates similar to PWM except it affects the braking instead of the throttle (3 steps 1%,2%, default, 4%)
   - At 1KHz, the Drag brake and the Brake force will feel the punchiest.
   - At 4 KHz, the Drag brake and the Brake will feel very smooth.

10. **Punch** – Allows you to change the punch of the ESC (Level 1 to Level 10):
    - Level 1 has the least punch and Level 10 has the highest punch.
    - Adjust punch level to maximize acceleration speed with minimum wheel spin.
    - With Mod Mode, start with Level 3
    - With Stock Mode, start with Level 6

11. **PWM** – Allows you to change the forward drive frequency of the ESC (2K, 4K, 8K and 64K)
    - The 2K setup will give you good punch at the low end.
    - The 32K setup will result in strong mid to top end (not suggest use in Mod).
    - Experiment to find out what suits your driving style best.

12. **Save** – Allows you to save the setting card display Parameter to the selected memory Parameters in the setting card (5 user defined Parameters):
    - This feature allows you save Parameters for future use. It also allows easy sharing of ESC setup amongst team mates.

13. **Load** – Allows you to load the saved Parameters in the setting card memory to the setting card display menu (6) with user defined Parameters:
    - Loading saved Parameter does not change the ESC setting. It only changes the setting card display Parameter. In order to change the ESC setting, you still need to “Send” the Parameter to the ESC (Menu 14).

14. **Send** – Allows you to send the setting card display Parameter to the ESC (Yes / No):
    - Yes to confirm or No to cancel sending
    - Note that the original parameter in the ESC will be lost after this operation.

15. **Exit** – Finish the setting and exit the menu return to previous menu.

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**BASIC SETTING FOR MOTORS**

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<th>Time on ESC Motor Setup, Fixed another trend Motor power up 1-2.5 motor gear end, so as well timing and turbo timing to start</th>
<th>Motor Type</th>
<th>Modify Mode</th>
<th>Stock Mode</th>
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