



# TRX 2.5 Racing Engine Conversion Instructions

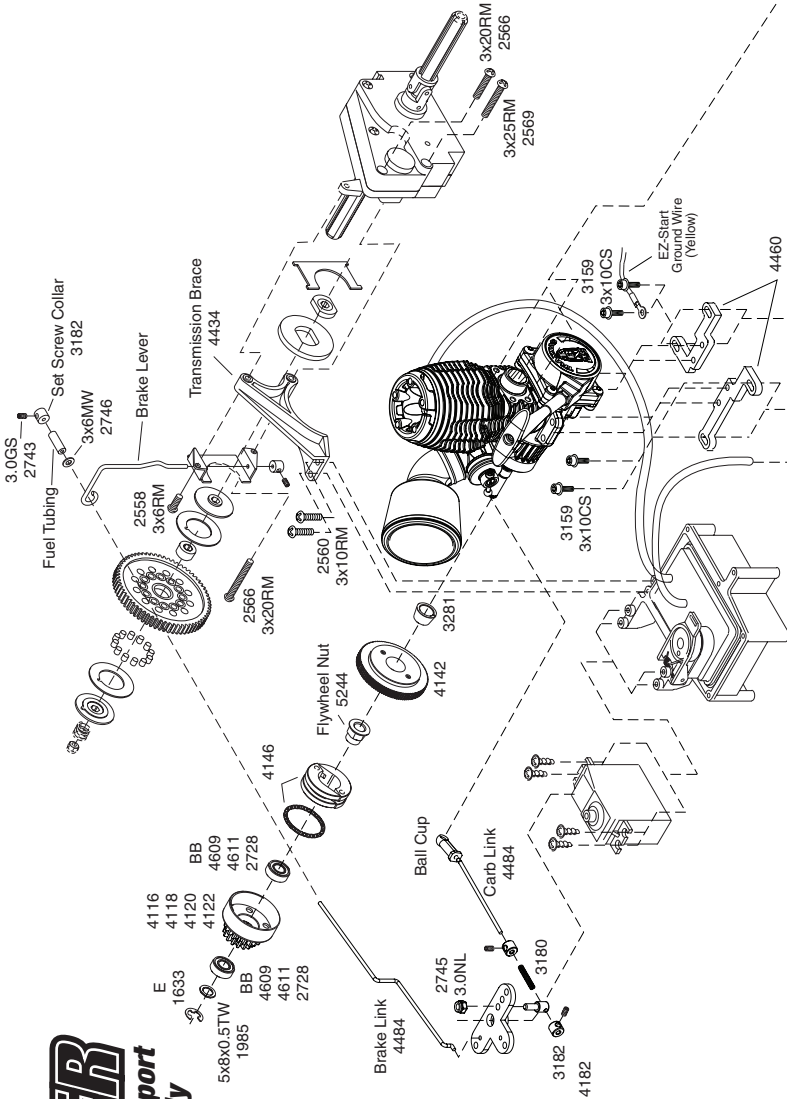
## Part #4400 Nitro Rustler, Nitro Sport and Nitro Stampede

The TRX 2.5 engine is not included with this kit. The TRX 2.5 engine model #5204 without pull starter or #5207 with pull starter is required to complete the conversion. Please note that the #5204 engine (without pull starter) will require a starter box for starting the engine. This conversion package contains all of the necessary components for the three different Traxxas nitro models listed above. There will be some parts from the package that will not be used.

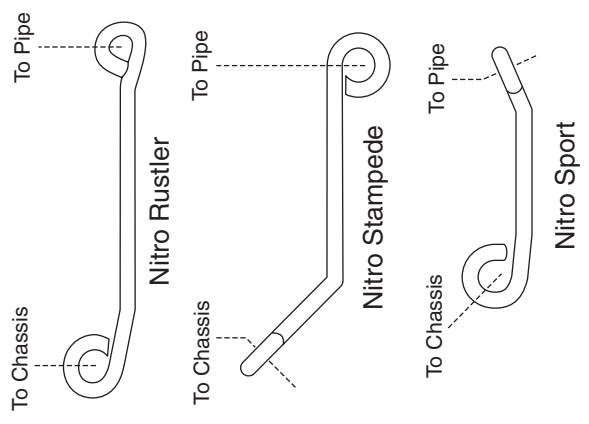
- 1. Remove Engine:** Disconnect all EZ-Start wires from the EZ-Start motor and the engine. If using a TRX 2.5 engine with pull start, remove the EZ-Start wiring harness from the chassis completely. Disconnect the fuel tubing from the carburetor and disconnect the pressure line from the exhaust pipe. Remove the throttle and brake linkage (including the throttle servo horn) completely from the chassis. Remove the engine from the chassis by removing the four 3x10CS screws from the bottom of the chassis (see diagram).
- 2. Transfer Components:** Remove the engine mount and the clutch assembly from the TRX Pro.15 engine and install them onto the TRX 2.5 engine (see diagram for parts sequence and orientation). Disconnect the throttle servo from the chassis brace, rotate 180 degrees and reinstall the servo back onto the chassis brace. **Note:** Use the flywheel nut (included with the TRX 2.5 engine) to secure the flywheel to crankshaft. The TRX Pro.15 clutch adapter nut will not be reused. **Important:** If using the EZ-Start 2 electric starting system, compare your original left engine mount with the one in the illustration. The engine mount should match the one in the drawing. Older (longer) engine mounts may cause interference with the EZ-Start 2 gear box. Use the new (shorter) upper and lower engine mount (included) in the kit if your original engine mount is too long. **Note:** For N. Stampede conversions, compare the lower engine mounts in the bag for similarities to current mount on the vehicle to select the correct lower engine mount.
- 3. Transmission Brace:** Locate the new TRX 2.5 transmission brace (included) for N. Sport and N. Rustler models (part #4434). The new supplied transmission brace is for proper clearance around the carburetor and will replace the original transmission brace on older models. Start by removing the 4.0NL slipper clutch nut and slide the whole slipper clutch assembly off of the slipper shaft. Remove the 3x6RM and the 3x20RM screws that secure the brake bracket to the gear box. Remove the 3x20RM and the 3x25RM screws from the other side of the gear box that secure the transmission brace to the gear box. Remove the two 3x10RM screws that secure the transmission brace to the fuel tank box. Remove the transmission brace from the chassis and fit the new brace into the same position on the chassis. Secure the assembly by repeating Step #3 in the reverse order (see diagram for correct sequence and orientation).
- 4. Exhaust:** If using the EZ-Start 2 starting system (optional), remove the pull starter from the engine and install the EZ-Start 2 system onto the engine before the installation of the exhaust system (**Note:** Pull start and EZ-Start can not be installed on engine model 5204). Join the exhaust pipe (included) to the header with the blue silicone pipe coupler and secure with two 120mm tie wraps. Make sure that there is one 12.2x1.0mm orange o-ring mounted onto the exhaust outlet of the TRX 2.5 engine case (for engines without the o-ring, use the o-ring included in the package). Install the header and exhaust pipe assembly onto the TRX 2.5 with the two 3x15CS header bolts (see diagram). Tighten the header bolts to 6.2 ft-lb of torque, being careful not to over tighten.
- 5. Installation:** Install the engine (with the exhaust system and clutch assembly) onto the chassis leaving the engine mount screws just loose enough to adjust the gear mesh. Adjust the gear mesh by sliding the clutch bell gear all the way up to the spur gear and then back off just slightly until the gears spin freely together. Secure the assembly by tightening the four 3x10CS screws. Reattach the fuel and pressure lines to the carburetor and exhaust pipe. **Note:** If using the EZ-Start 2 system, connect the wiring harness to the appropriate contacts on the EZ-Start motor and engine. Replace the old pipe hanger with one of the new pipe hangers included in the package (see diagram for the correct pipe hanger to use with your model). Secure the exhaust pipe to the pipe hanger (included) with the 3x10CS screw.
- 6. Linkage:** Locate the TRX 2.5 throttle/brake linkage assembly with servo horn (included). Attach the ball cup of the carburetor link onto the throttle arm. Remove the set screw collar, silicone tube, and 3x6MW from the brake link. Insert the link through the brake lever eyelet and slide the washer and silicone tubing back over the brake link. Reattach the set screw collar in its original position (see diagram for correct orientation of brake components). **Important:** The throttle servo reversing switch (CH2) on the transmitter must be switched opposite of the stock position for proper rotation of the servo output shaft. Center the throttle trim by turning the radio system on and adjusting the throttle trim to center before attaching the servo horn. Mount the servo horn onto the servo so that when the throttle trigger is at neutral, the carburetor is closed.
- 7. Air Filter:** Install the air filter onto the carburetor and secure with a zip-tie. Turn on the radio system and adjust the throttle trim and brake linkage for proper operation. Follow the proper break-in procedure per instructions for the new TRX 2.5 engine. This completes the conversion.

# NITRO RUSTLER

Nitro Stampede, Nitro Sport  
Conversion Kit Assembly

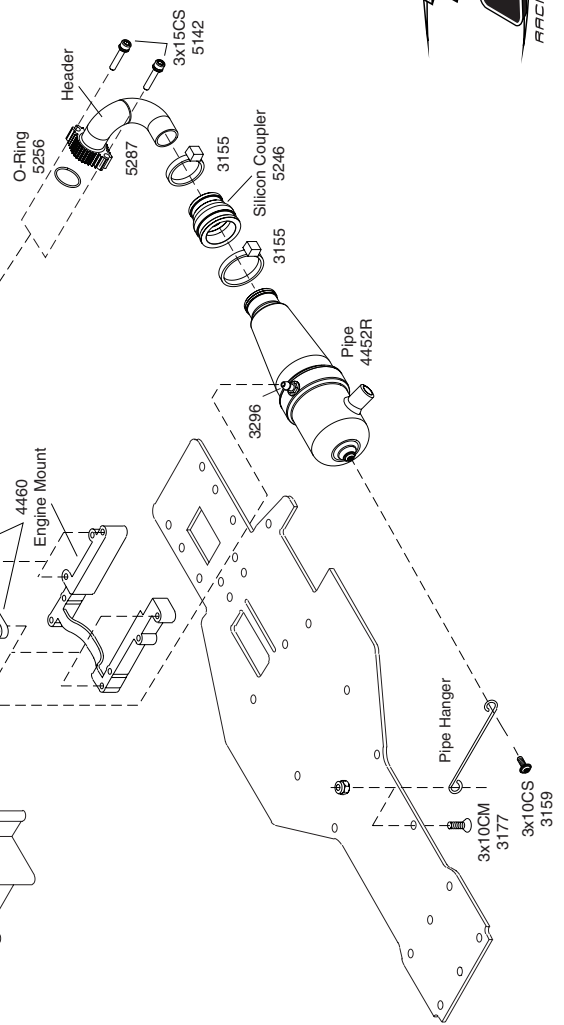
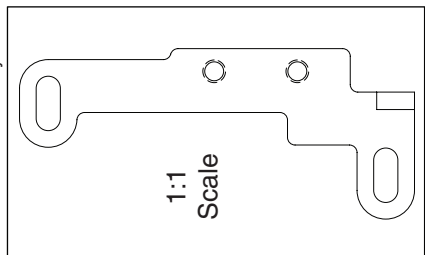


## Pipe Hangers 1:1 Scale

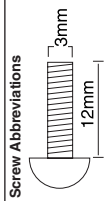


## Questions? 1-888-TRAXXAS

Correct Engine Mount for  
TRX 2.5 EZ-Start 2 System



Screw Abbreviations	BCS	Bottomhead Cap Screw	PB	Plastic Bushing
	SS	Shoulder Screw	AS	Aluminum Spacer
	RM	Roundhead Machine Screw	PW	Plastic Washer
	WST	Washerhead Self-tapping Screw	MW	Metal Washer
	CST	Countersunk Self-tapping Screw	TW	Teflon Washer
	NL	Nylon Locknut	SW	Split Washer
	RST	Roundhead Self-tapping Screw	E	E-Clip
	WM	Washerhead Machine Screw	GS	Set (Grub) Screw
	CCS	Countersunk Cap Screw	FN	Flange Nut
			BB	Ball Bearing



Not all parts shown are included in the package.

