

## T-Maxx Slipper Upgrade Kit

Covers Part #5351X



### Tools Needed

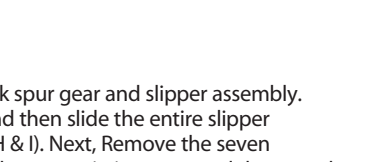
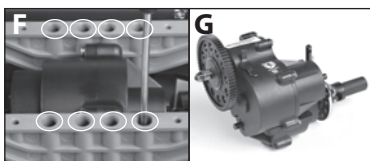
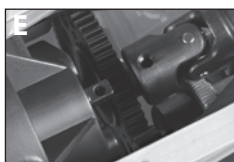
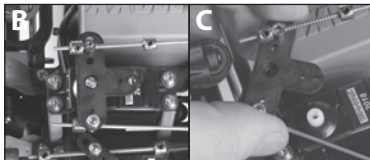
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|---------------------------|--------------------|
| 1.5mm hex wrench          | Side cutters       |
| 2.0mm hex wrench          | Needle nose pliers |
| 2.5mm hex wrench          | 7mm nut driver     |
| Phillips head screwdriver | 8mm nut driver     |

### Note to Older Model T-Maxx Owners:

Older models (all black parts) may experience some slipper hub and battery box rubbing and may need the battery box replaced with part #4925A.

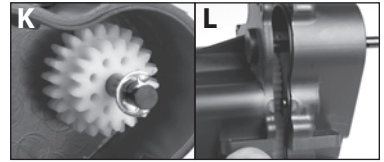
### Remove Transmission

1. Snip the zip tie located around the air filter base, and remove the air filter from the carburetor. Loosen the grub screw at the top of the brake cam, and then remove the brake rod from the brake cam (A).
2. Position the throttle servo horn perpendicular to the chassis (B) and then gently lift the throttle servo horn off of the servo. **Note:** Be careful not to move the position of the servo output shaft. This must remain in the same position for re-installation of the servo horn (C).
3. Next, pop the shift linkage off of the shift fork, and then disconnect the throttle linkage wire from the throttle bell crank (D).
4. Now, turn the truck upside down to access the rear driveshaft. Remove the yoke pin from the rear output yoke on the transmission. Pull the output yoke from the shaft, and then push it to the rear to clear the shaft during removal (E).
5. While holding the transmission with one hand, remove the eight transmission screws located in the chassis braces. Remove the transmission from the chassis (F & G).



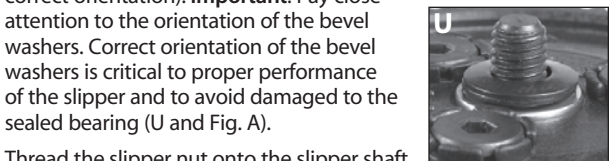
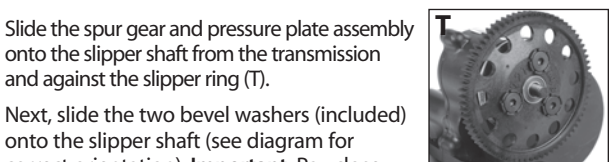
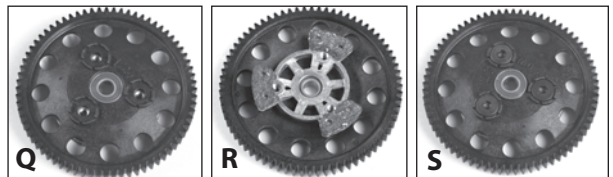
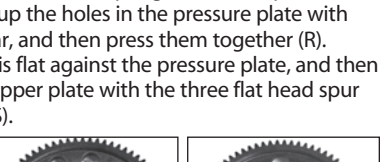
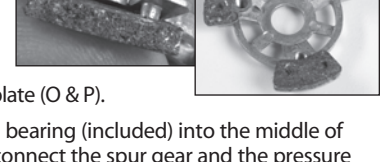
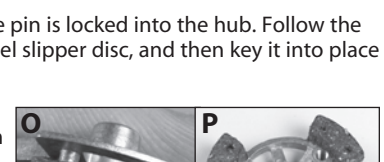
2. Remove the stock slipper shaft (with gear) from the transmission case (this will not be reused), and replace it with the new slipper shaft and gear (included) (K).

3. Connect the two transmission halves together. Make sure that all gears and shafts are aligned correctly. Secure the transmission case with the seven transmission screws (L).

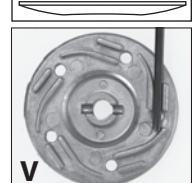
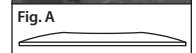
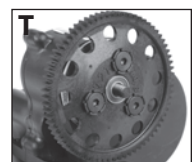


### Slipper Clutch Installation

1. Insert the drive pin (included) into the hole located in the slipper shaft. Next, slide the slipper hub onto the slipper shaft and key the pin into the slot of the slipper hub until the pin is locked into the hub. Follow the slipper hub with the steel slipper disc, and then key it into place on the hub (M & N).
2. Locate the three friction pads (included), and then press them onto the pins of the pressure plate. Apply even pressure to each pad to make sure they are flat against the plate (O & P).
3. Next, insert the 5x11mm bearing (included) into the middle of the spur gear (Q). Now, connect the spur gear and the pressure plate together by lining up the holes in the pressure plate with the holes in the spur gear, and then press them together (R). Make sure that the gear is flat against the pressure plate, and then secure the gear to the slipper plate with the three flat head spur gear screws (included) (S).



4. Slide the spur gear and pressure plate assembly onto the slipper shaft from the transmission and against the slipper ring (T).
5. Next, slide the two bevel washers (included) onto the slipper shaft (see diagram for correct orientation). **Important:** Pay close attention to the orientation of the bevel washers. Correct orientation of the bevel washers is critical to proper performance of the slipper and to avoid damage to the sealed bearing (U and Fig. A).
6. Thread the slipper nut onto the slipper shaft until it provides a slight amount of pressure against the bevel washers. **Tip:** To lock the shaft when starting the slipper nut, gently slide the shaft of a 2mm hex driver into one of the cooling fins of the slipper hub (V). Do not force the hex driver into the fins. This may damage the hub.



7. Install the transmission back into the chassis (use steps 1-5 as a guide). **Reinstallation notes:** 1. Make sure to reconnect the front half shafts together on 4WD models. 2. Remember to reconnect the throttle servo horn perpendicular to the servo (as it was before), and then secure it with the servo horn screw. Refer to your owners' manual for proper servo linkage set-up.



Installation Complete

### Adjusting the slipper clutch

The slipper clutch can be adjusted to suit many different surface conditions and driving styles.

#### Base slipper setting

Tighten the slipper to where you can just slightly turn the spur gear by hand while locking the slipper shaft. This a good starting point to protect the drivetrain from shock loads. Make further adjustments to suit your driving conditions. Do not make adjustments to the slipper clutch any larger than 1/8 turn at a time.

Adjust slipper to...

- Limit wheel spin for loose conditions.
- Keep the front wheels on the ground under heavy acceleration on high-bite surfaces.
- Protect the drivetrain from sudden impact or shock loads (such as landing from a jump with the engine under acceleration).

**Caution:** Do not tighten the slipper to the point of eliminating slippage. This can permanently damage the slipper components, and the components of the drivetrain.

If you have questions or need technical assistance, call Traxxas at

**1-888-TRAXXAS**

(1-888-872-9927) (U.S. residents only)

### Transmission Exploded View

This diagram shows the transmission with this kit installed. Stock parts are in gray.

