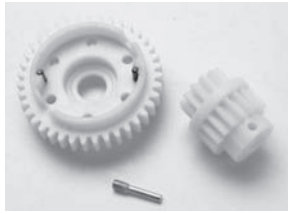


Installing Optional 2-Speed Sets

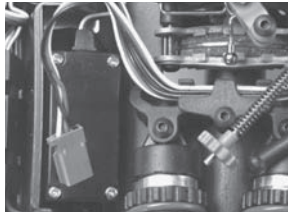
Covers Parts #5383, #5384

Remove the transmission

- Remove the brake linkage from the brake arm by loosening the 3x12 BCS (button-head cap screw). Disconnect the reverse linkage from the reverse shift spring.

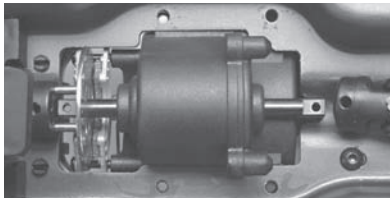


- Raise the lid on the radio box housing the OptiDrive controller and remove the blue sensor plug from the controller.



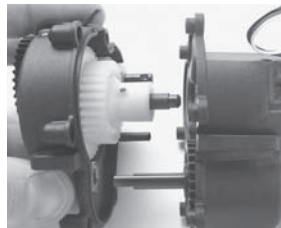
- Disconnect the transmission skid plate from the bottom of the chassis by removing the four 4x12mm BCS.

- Remove the two 4x15mm screw pins that secure the front and rear output yokes to the transmission output shaft. Disconnect both of the output yokes from the output shaft, leaving the shafts connected to the differentials. Lift the transmission out of the chassis.



Disassemble the transmission

- Remove the six 3x12 CCS (countersunk cap screws) from the transmission case and gently separate the two transmission halves. The forward and reverse components should stay inside the front half and the 2-speed components should stay inside the back half.



- Remove the screw pin from the 2-speed input gears with a 1.5mm hex wrench. Slide the input gears, along with the 2-speed gear assembly, out of the transmission half at the same time.



- CAUTION:** Be careful not to lose the 5x8x0.5 PTW (PTFE washer) located on the front of the primary shaft in front of the 2-speed spur gears.



Replace 2-speed second gear spur and 2-speed input gears

- Remove the screw pin from the primary gear and slide the second gear spur and the primary gear off of the primary shaft. **Note:** The first gear spur can slide off of the front of the shaft to make things easier. Be sure to note orientation for reassembly.



- Take out both ball bearings from the stock second gear spur and install them into the new gear. Place the gear back onto the primary shaft and slide it up to the 2-speed hub.



- Place the primary gear against the second gear spur on the primary shaft, and then line up the holes to insert the screw pin. Tighten the screw pin until it is flush with the edge of the gear. Reinstall the first gear spur back onto the primary shaft along with the 5x8x0.5 PTW.



- Hold the 2-speed input gear against the 2-speed spur gear assembly (as shown in the picture at right), and then insert them into the transmission half, with the 2-speed input gear sliding over the input shaft. Secure the input gear to the input shaft with the screw pin.

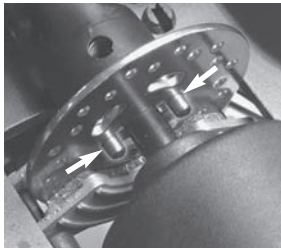


- Carefully join the two gearbox halves back together, making sure that the gears inside are aligned correctly. Secure the gearbox together with the six 3x12 CCS screws.



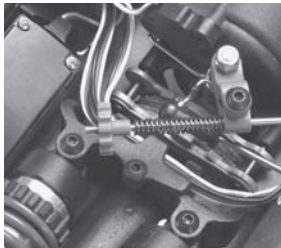
Install the transmission back onto the chassis

- Set the transmission back onto the chassis and slide the front and rear output yokes back onto the output shafts of the transmission. The torque pins on the front output yoke should key into the slots stamped into the disc. Secure the yokes with the two 4x15mm screw pins.



- Secure the transmission and the transmission skid plate to the chassis with the four 4x12 BCS.

- Reconnect the blue sensor plug into the OptiDrive controller, and install the plastic cover. Reconnect the reverse linkage to the reverse shift spring. Reconnect the brake linkage to the brake arm and secure it with the 3x12 BCS. This completes the procedure.



- Adjusting the 2-speed shift point is performed in the same manner as that of the stock 2-speed gear ratio set. Your engine should shift at the same time as it did before the conversion, but the performance of second gear will differ depending on your choice of gear ratio. Refer to the Revo owner's manual for more 2-speed operating tips and procedures.

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

1-888-TRAXXAS

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