



# Part 5192X

## SportMaxx™ 2-Speed Module Installation



**1a** Begin by removing the air filter. Loosen the 3x3GS on top of the brake cam and remove the brake lever from the brake cam.



**1b** Remove the 3x10WM screw from the bottom of the carb linkage bell crank post.



**1c** Lift the bell crank assembly off of the chassis (this is to provide access to the transmission).



**2a** Disconnect the rear drive shaft from the transmission output shaft by removing the 4x7.5 yoke pin. Slide the drive shaft back toward the rear and leave the shaft attached to the rear differential.



**2b** Remove the eight 3x12RM screws located in the chassis braces that secures the transmission to the chassis.



**2c** Lift transmission from chassis.



**3a** Disassemble the spur gear and slipper assembly by removing the 4.0NL and slide the whole assembly off of the shaft.



**3b** Remove the seven 3x10RST screws from the transmission case.



**3c** Gently separate the two transmission halves.



**4a** Remove the primary gear assembly # 5193 from the transmission case (this will not be reused). Remove the slipper shaft #5192 from the transmission case (this will not be reused).



**4b** Locate the 2-speed slipper shaft #4992 and insert the shaft into the transmission case where the single speed shaft was located.



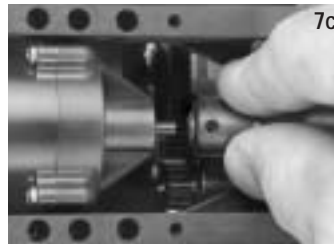
**5a** Locate the 2-speed gear hub assembly. Place the complete 2-speed gear hub assembly into the transmission case next to the slipper shaft.



**5b** Connect the two transmission halves making sure that all gears and shafts are aligned correctly.



**5c** Secure the transmission halves with the seven 3x10RST screws.



**7c** Reconnect the rear drive shaft to the output shaft of the transmission with the 4x5 yoke pin.



**6a** Place a slipper plate #4625 over the slipper shaft followed by a pressure ring #4622 and the metal spur gear bushing #1994. **Note:** The notch in the pressure ring must key in with the pin in the pressure plate.



**8a** Set the carb linkage bell crank post assembly back onto the chassis (keying the post into the appropriate holes) and secure it with the 3x10WM screw.



**6b** Fit the spur gear over the bushing followed by the second pressure ring and pressure plate.



**8b** Insert the brake lever into the brake cam and tighten the 3x3GS. Install the air filter back on the carburetor. This completes the 2-speed installation.



**6c** Slide the slipper spring #1994 over the slipper shaft and secure the assembly with the 4.0NL. Tighten the slipper nut until it is snug then back off 1/4 turn.



**7a** Set the transmission back into the chassis.



**7b** Secure the transmission with the eight 3x12RM screws.