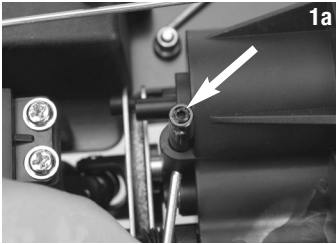


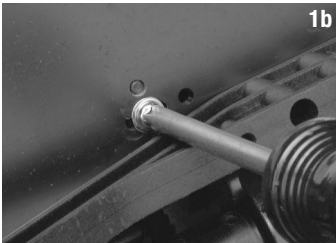


**Part
5193X**

T-Maxx Single Speed Installation



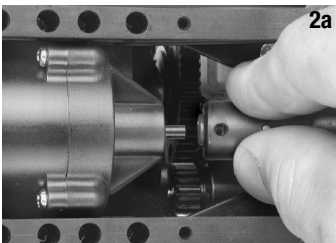
1a Begin by removing the air filter. Disconnect the shift linkage from the shift fork that exits the front of the transmission. Loosen the 3x3GS on top of the brake cam and remove the brake lever from the brake cam.



1b Remove the 3x10WM screw from the bottom of the carb linkage bell crank post. (Models equipped with TRX 2.5 Racing Engine only).



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



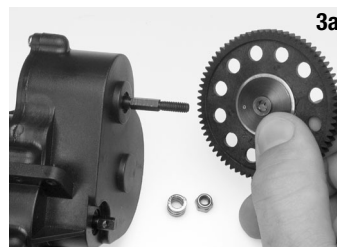
2a Disconnect the rear drive shaft from the transmission output shaft by removing the 4x7.5 yoke pin. Slide the drive shaft back toward the rear and leave the shaft attached to the rear differential.



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



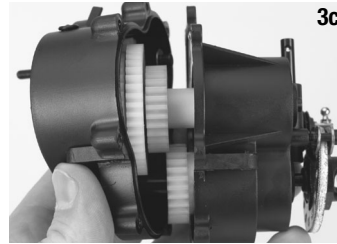
2c Lift the transmission from the chassis.



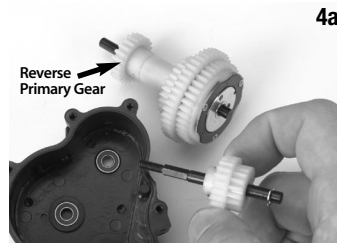
3a Disassemble the spur gear and slipper assembly by removing the 4.0NL and slide the whole assembly off of the shaft.



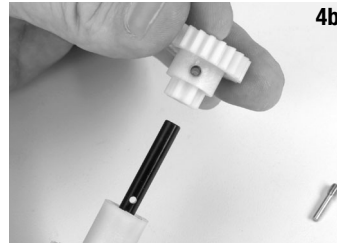
3b Remove the seven 3x10RST screws from the transmission case.



3c Gently separate the two transmission halves.



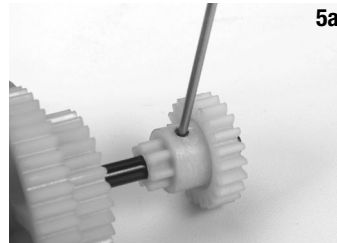
4a Remove the 2-speed primary gear shaft assembly and the 2-speed slipper shaft (#4992) from the transmission half.



4b Remove the reverse primary gear (Part #4995) from the 2-speed primary shaft by removing the primary gear pin and set aside until step #5.



4c Locate the single speed slipper shaft (#5193) and insert the shaft into the transmission case half where the 2-speed slipper shaft was located.

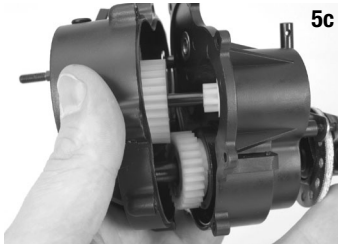


5a Locate the single speed primary shaft assembly. Remove the 5.0 E-clip from the primary shaft #5193. **Caution: Always wear eye protection when removing or installing E-clips to prevent injury.** Slide the reverse primary gear onto the single speed primary shaft

and line up the hole in the gear with the hole in the shaft. Secure the gear with the yoke pin (see picture for orientation).



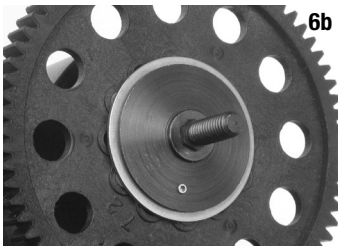
5b Place the complete single speed gear hub assembly into the transmission case half next to the new slipper shaft. Apply a light coating of grease to the gears (such as Traxxas lithium grease part #5148).



5c Connect the two transmission halves making sure that all gears and shafts are aligned correctly. Secure the transmission halves with the seven 3x10RST screws.



6a Place a slipper plate (#4625) over the slipper shaft followed by a pressure ring (#4622) and the metal spur gear bushing (#1994). Replace the slipper pegs if there is sign of wear or friction on either face of the gear. Note: The notch in the pressure ring must key in with the pin in the pressure plate.



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



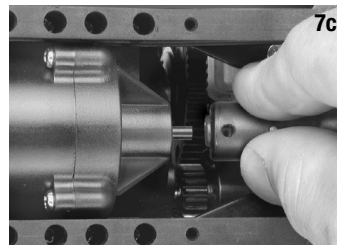
6c Slide the slipper spring (#1994) over the slipper shaft and secure the assembly with the 4.0NL. Tighten the slipper nut until it stops then back it off 1/4 turn.



Place the front of the transmission down into the chassis first then key the short male drive shaft from the front differential into the short female drive shaft from the transmission.



Set transmission back into the chassis and secure it with the eight 3x12RM screws.



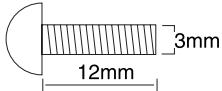






















Reconnect the rear drive shaft to the output shaft of the transmission with the 4x5 yoke pin.



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.



Insert the brake lever into the brake cam and tighten the 3x3GS. Connect the shift linkage back onto the shift fork by popping the rod end onto the ball stud. Install the air filter back onto the carburetor. This completes the single speed installation.

Screw Abbreviations			
	3x12mm Roundhead Machine Screw		BCS Buttonhead Cap Screw
	CM Countersunk Machine Screw		SS Shoulder Screw
	CS Cap Screw		RM Roundhead Machine Screw
	WM Washerhead Machine Screw		WST Washerhead Self-tapping Screw
	CCS Countersunk Cap Screw		CST Countersunk Self-tapping Screw
			NL Nylon Locknut
			RST Roundhead Self-tapping Screw
			GS Set (Grub) Screw
			FN Flange Nut
			PB Plastic Bushing
			AS Aluminum Spacer
			PW Plastic Washer
			MW Metal Washer
			TW Teflon Washer
			SW Split Washer
			E E-Clip
			OB O-Ring Bushing
			BB Ball Bearing