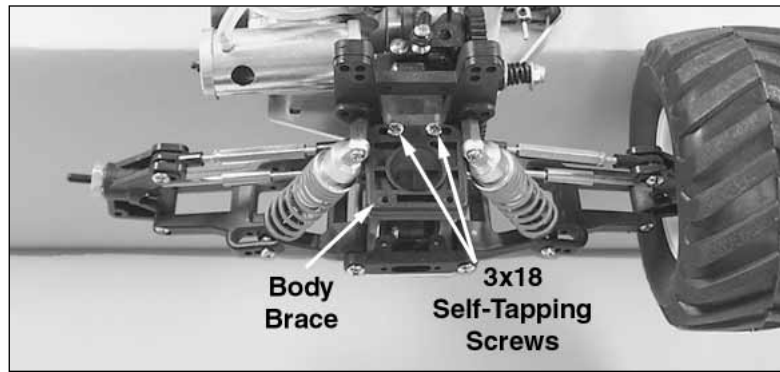




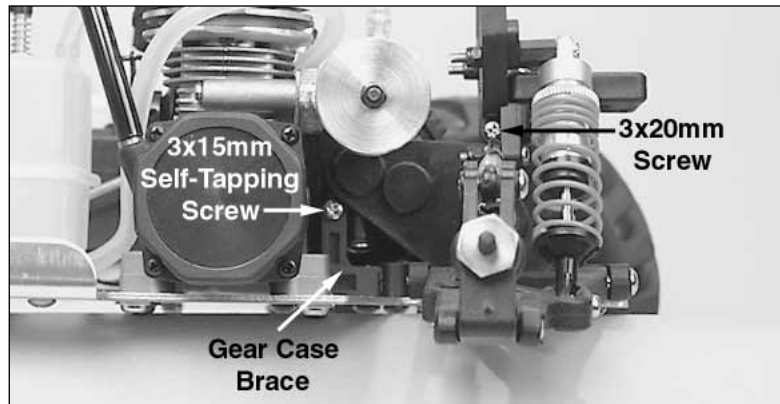
THANK YOU FOR PURCHASING A DURATRAX MAXIMUM™ SERIES VEHICLE. WE ARE INCLUDING A METAL COUNTER GEAR THAT CAN EASILY BE INSTALLED TO INCREASE THE PERFORMANCE AND DURABILITY OF YOUR MAXIMUM™ VEHICLE. THE FOLLOWING INSTRUCTIONS WILL SHOW YOU HOW TO INSTALL THE METAL COUNTER GEAR.



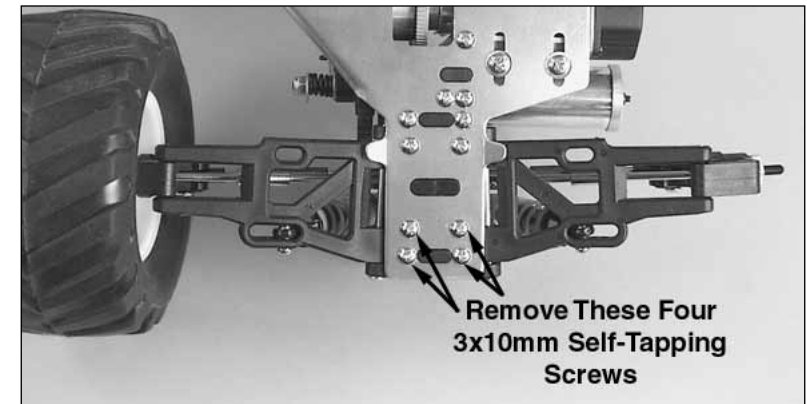
2) Remove the two 3x18mm self tapping screws holding the body brace to the transmission housing. Set aside the body mount/body brace assembly.



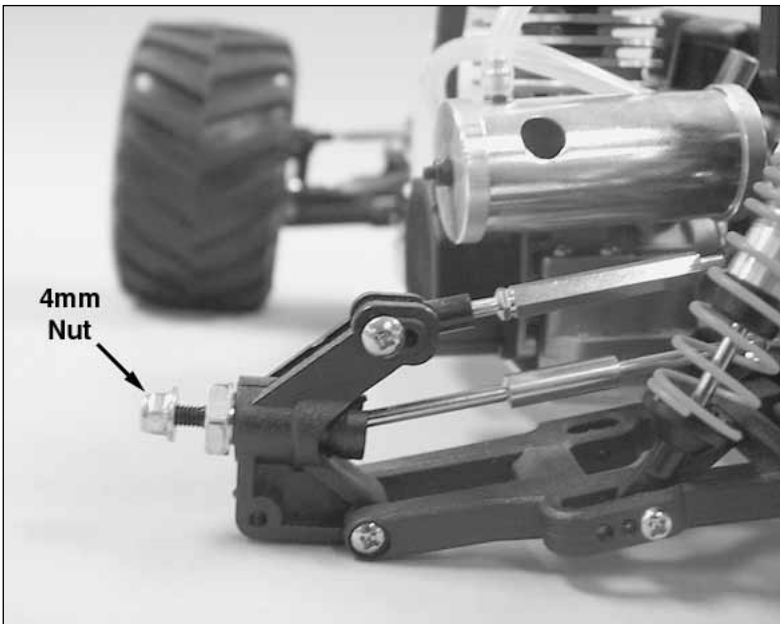
5) Remove the 3x13.5mm screw pin that holds the left, upper (camber) rod to the left, rear hub. Set aside the left swing shaft ("dogbone")



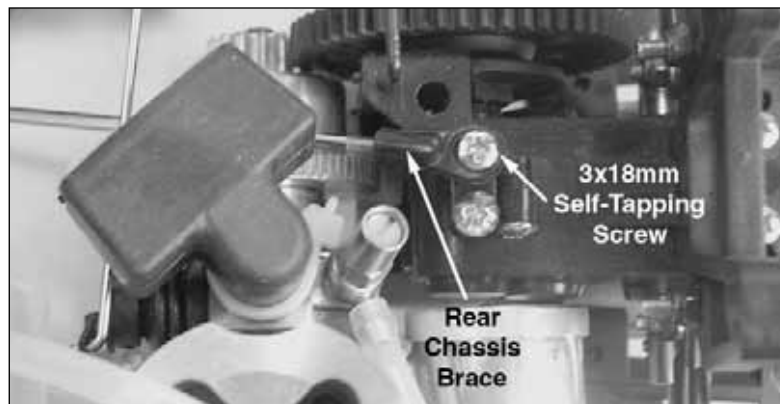
3) Remove the 3x20mm screw that holds the shock tower to the transmission housing and the 3x15mm self-tapping screw that holds the gear case brace to the transmission housing as shown in the photo.



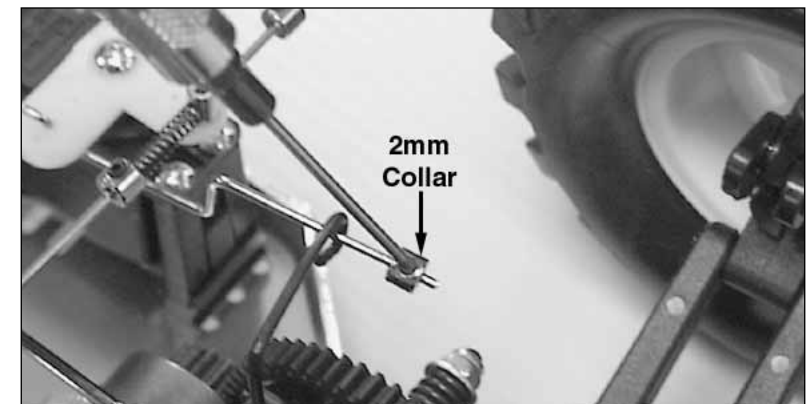
6) Remove the four 3x10mm self-tapping screws that hold the transmission housing to the chassis as shown in the photo.



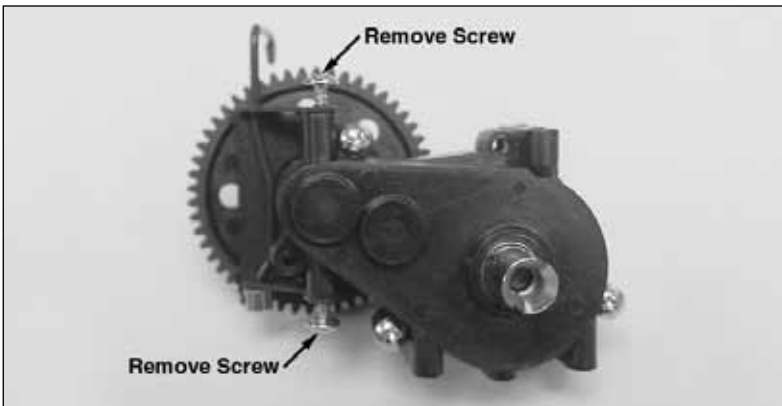
1) Remove the left rear wheel by removing the 4mm nut with the 7mm socket of the 4-way wrench that was supplied with your kit.



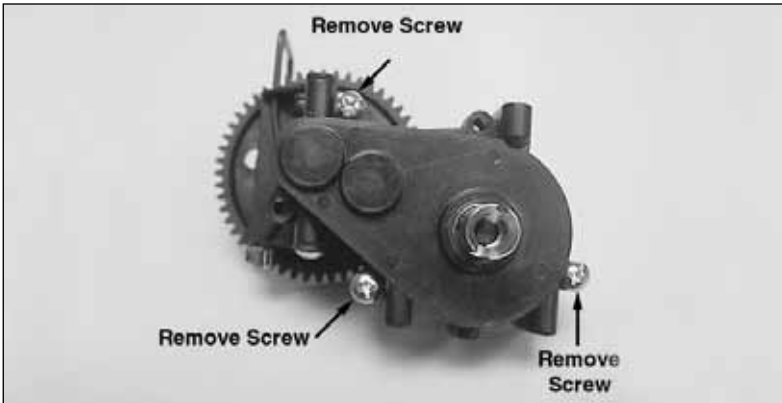
4) Remove the 3x18mm self-tapping screw that holds the rear chassis brace to the transmission housing.



7) With a 1.5mm allen wrench, loosen the 3x3mm set screw in the 2mm collar from the brake rod and set the collar aside.



8) Now the transmission housing can be separated from the rest of the vehicle. Remove the two 3x8mm screws that hold the brake brace to the transmission housing. **NOTE:** Do not remove the third screw that holds the brake brace to the transmission housing.



9) Remove the three 3x8mm self-tapping screws that hold the two halves of the transmission housing together.



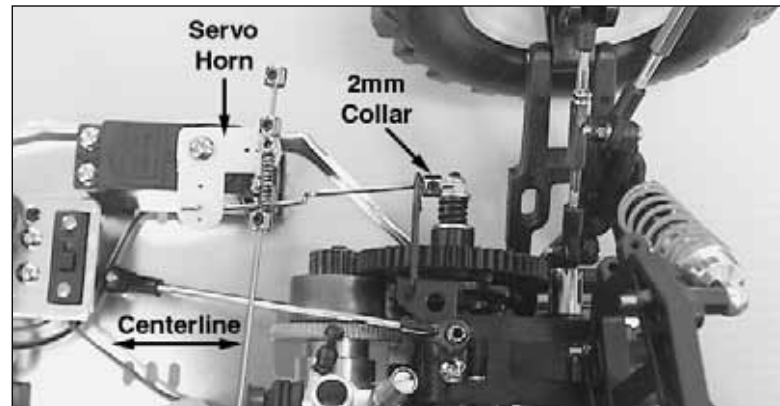
10) Lay the transmission flat on your workbench as shown in the photo and carefully slide the two transmission halves apart. Remove

the counter (middle) gear with the attached shaft from the inside of the transmission. Replace the counter gear with the new, metal counter gear. Add a small amount of grease (not included) to the surface of the counter gear.

11) Snap the two transmission halves back together. Replace the three 3x8mm self-tapping screws holding to secure the two transmission halves together.

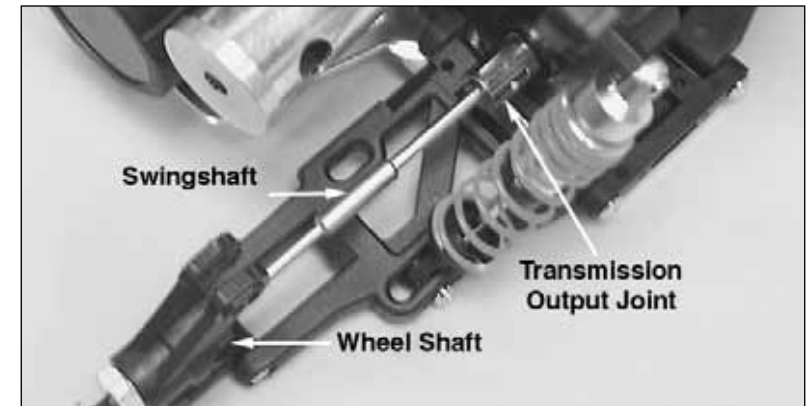
12) Replace the two 3x8mm self-tapping screws that hold the brake brace to the transmission housing.

13) Place the transmission housing onto the chassis. Make sure that the alignment tabs on the bottom of the transmission set into the chassis. Attach the transmission housing to the chassis with four 3x10mm self-tapping screws.



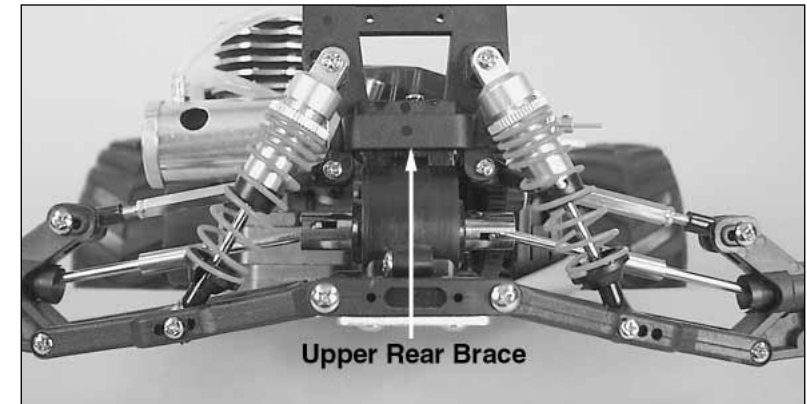
14) Align the throttle servo horn with the centerline of the chassis, as shown. Position the brake lever perpendicular to the centerline of the chassis. Place the 2mm collar onto the brake rod such that it is 2mm (1/16") away from the brake lever. With a 1.5mm allen wrench, tighten the 3x3mm set screw to hold the collar in place.

15) Reattach the rear chassis brace to the transmission housing with a 3X18mm self-tapping screw.



16) Insert the two swing shafts ("dogbones") between the transmission output joints and the rear wheel shafts (axles). Reattach the upper rod with the 3x13.5mm screw pin. **NOTE:** Make sure that you place the screw pin in from the rear of the vehicle and place it into the outer hole.

17) Replace the 3x20mm screw that holds the shock tower to the transmission housing.



18) Slide the upper rear brace into place under the rear shock tower. Place the body mount assembly on top of the rear shock tower and reattach with two 3x15mm self-tapping screws. **Note:** Make sure that the screws go through the shock tower and the upper brace and into the transmission housing.

19) Re-attach the left rear wheel with the 4mm nut.

