•SUPER SPORT ADDENDUM•

THIS ADDENDUM CONTAINS UPDATES TO THE *'SPECIFICATIONS'* & *'GEAR SELECTION'* SECTIONS OF THE SUPER SPORT MANUAL

SS5800 MOTOR SPECS

Motor Diameter	1.41"	[35.8 mm]
Motor Length	2.08"	[52.8 mm]
Motor Weight	6.40 ounce	[181.4 grams]
Motor Power Rating	196 Watts	
Motor Kv	5800 RPM/Volt DC	
Motor Kt	0.45 Inch-Ounce/Amp	
Motor Commutation	Sensor-Based Electronic	
Motor Magnet Material	Neodymium *(1pc/multi-pole)*	

SS4300 MOTOR SPECS

Motor Diameter	1.41"	[35.8 mm]
Motor Length	2.08"	[52.8 mm]
Motor Weight	6.40 ounce	[181.4 grams]
Motor Power Rating	175 Watts	
Motor Kv	4300 RPM/Volt DC	
Motor Kt	0.45 Inch-Ounce/Amp	
Motor Commutation	Sensor-Based Electronic	
Motor Magnet Material	Neodymium *(1pc/multi-pole)*	

GENERAL TECH NOTE:

The blue status LED will remain ON solid whenever Program 5 or 6 is active in the Super Sport ESC.

GEAR SELECTION *(Important)*

SS5800 Motor

With the SS5800 motor start with **2 teeth lower pinion gear** than you would use with a 27 turn "stock" brush-type motor.

SS4300 Motor

With the SS4300 motor start with **3 teeth lower pinion gear** than you would use with a 27 turn "stock" brush-type motor.

Because of the broader power band of the brushless motor, you can go with a 1 to 3 tooth higher pinion than the above recommendations for more top speed, but remember that going with 3 or more teeth higher will produce excessive speed control heating. Be sure to check the operating temperature of the ESC after making any gearing adjustments--the Super Sport ESC is designed to operate comfortably from160ºF-180ºF *(warmer than typical brush-type ESC)*.

If you had a low turn modified brush-type motor in vehicle before switching to the Super Sport system, and you do not change gearing, you will be under-geared and the vehicle will be slow at top speed!

You will want the final drive ratio in the vehicle to be:

7.30 : 1 for **Touring Cars**
9.00 : 1 for **Off-Road Buggies**
12.30 : 1 for **Off-Road Stadium Trucks**

Higher final drive ratios will give longer run time at the expense of top speed, while lower ratios will result in higher ESC temperatures--too low may result in overheating and thermal shut-down.

VEHICLE	*SPUR*	*SS5800 PINION*	*SS4300 PINION*
Losi XXX-BK2 Buggy	*78*	*22-23*	*21-22*
Losi XXX Buggy	*78*	*21-22*	*20-21*
Losi XXX-4 Buggy	*94*	*21-22*	*20-21*
Losi XXX-TMF2 Truck	*86*	*18-19*	*17-18*
Losi XXX-T Truck	*86*	*17-18*	*16-17*
Assoc. TC3 Sedan	*72*	*24-25*	*23-24*
Assoc. B4 Buggy	*81*	*22-23*	*21-22*
Assoc. B3 Buggy	*81*	*21-22*	*20-21*
Assoc. T4 Truck	*87*	*18-19*	*17-18*
Assoc. T3 Truck	*87*	*17-18*	*16-17*
Traxxas Rustler Truck	*84*	*18-19*	*17-18*
Traxxas Stampede Truck	*84*	*17-18*	*16-17*
Traxxas Bandit Buggy	*78*	*22-23*	*21-22*
Traxxis 4-Tec Sedan	*87*	*24-25*	*23-24*

Note: Above chart shows basic starting points for gearing on larger tracks with stdandard size tires--See our website for extended gearing chart.

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