



Model# 4910

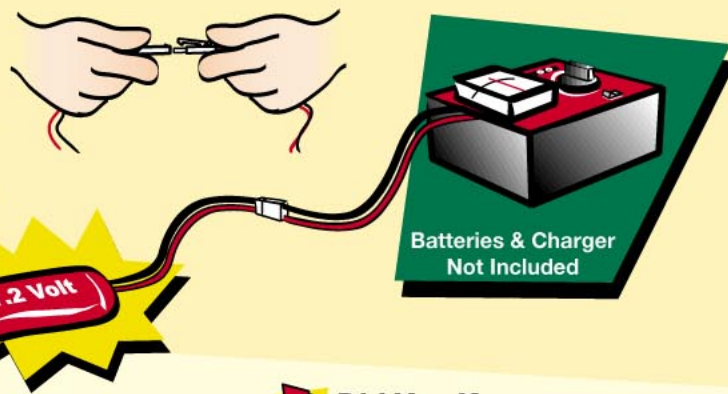
T-Maxx Quick Start

These quick start instructions are not meant to replace the operating instructions. Read the entire operating instructions for proper use and maintenance. If you have questions or need assistance, call 1-888-TRAXXAS or E-mail: support@traxxas.com



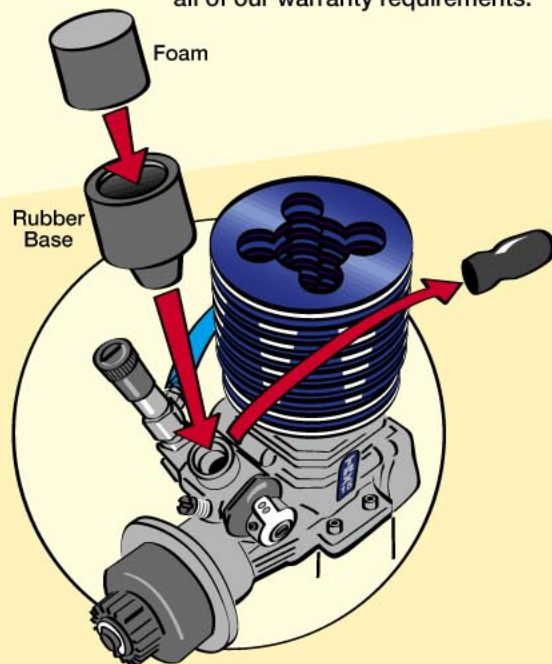
1 Charge the battery pack

The EZ-Start requires a fully charged 7.2V battery pack (not included). Use a timed charger, peak charger, or overnight wall charger to charge the pack. The battery must be fully charged to start the engine.



2 Make sure that you have the right fuel

Use Traxxas Top Fuel™ or consult with Traxxas (1-888-TRAXXAS) before using other brands or types of fuel.



Did You Know... Traxxas Top Fuel is specially blended for Traxxas engines, and is the only fuel that meets all of our warranty requirements.

3 Install your air filter

Remove the black cap which covers the carburetor air intake. Locate the rubber air filter base (In your instruction manual package) and install it on the carburetor intake. Insert the pre-oiled foam element into the rubber base.

4 Glue the tires

Gluing the tires will prevent performance loss due to the rims spinning inside the tire. Glue the tires to the rims by pulling the tire back from the rim and placing a drop of thin CA glue onto the bead (CA glue is available at your local hobby store). Quickly reseal the tire bead into the rim. Repeat at several points around the tire until it is secured to the wheel. Allow the glue to dry before running.

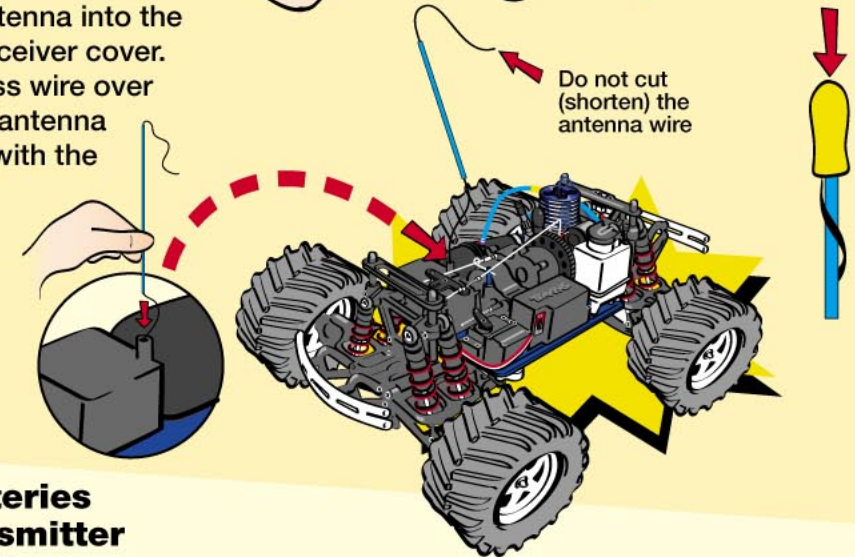
Caution Wear eye protection to prevent injury from glue splattering into your eyes.



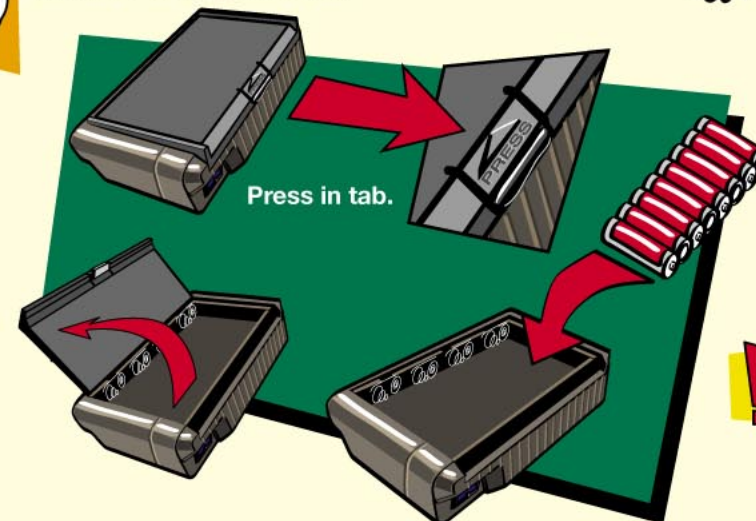
5 Assemble the antenna

Insert the black antenna wire on your T-MAXX into the antenna tube. Insert the assembled antenna into the tube on the receiver cover. Fold the excess wire over the top of the antenna and secure it with the antenna tip.

Did You Know... Using window cleaner to lube the wire will make installation easier.



6 Install batteries in the transmitter

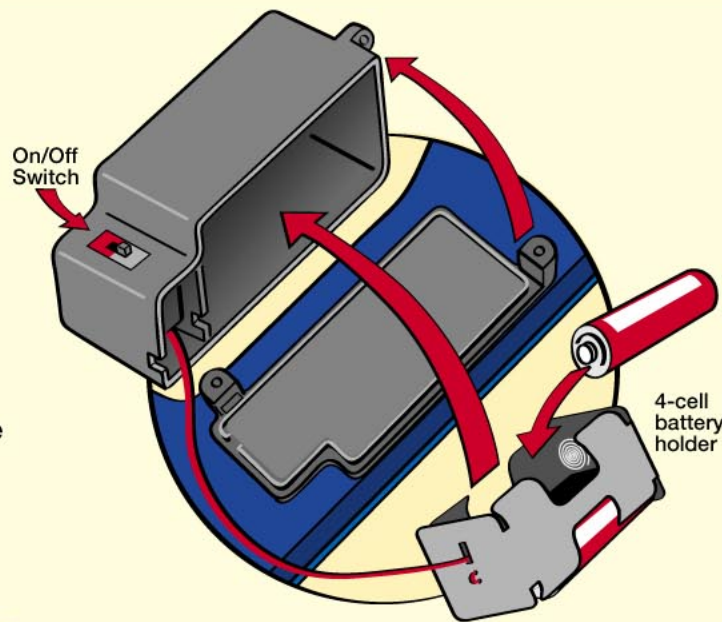


Install (8) "AA" alkaline batteries into the transmitter.

Did You Know... Rechargeable NiMH or NiCd batteries may be used. Make sure that the batteries are fully charged before installation.

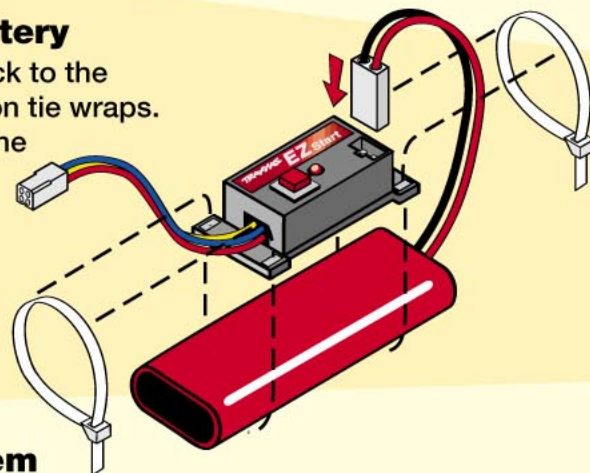
7 Install batteries in the truck

Install (4) "AA" alkaline batteries into the 4-cell holder located in the battery cover. Use new batteries. Weak batteries will limit the range of your radio system and you could lose control of your vehicle. Notice the diagrams in the battery holder and make sure the polarity is correct.



8 Connect the EZ-Start battery

Attach a fully charged battery pack to the EZ-Start control box with the nylon tie wraps. Plug in the battery connector to the top of the EZ-Start control box.



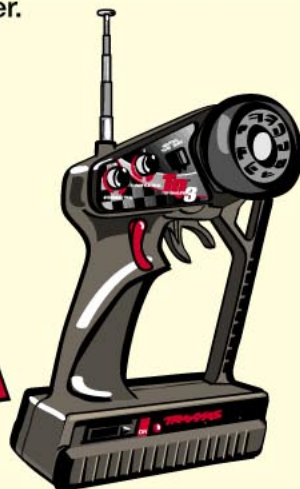
9 Switch on the radio system

Always turn on the transmitter first, then turn on the receiver in the model. Never turn the transmitter or receiver off while the engine is running. When stopped, shut off the engine, turn off the model, and then turn off the transmitter.



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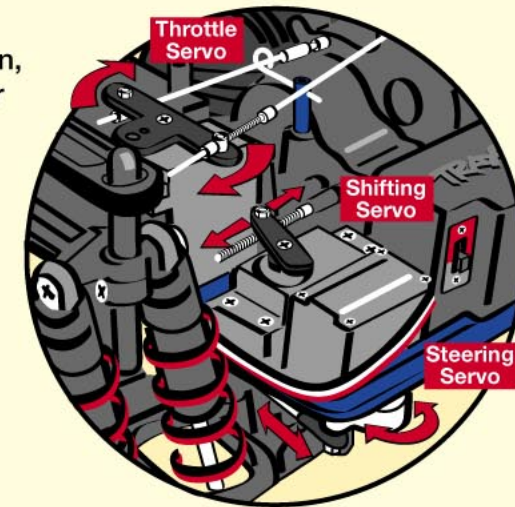
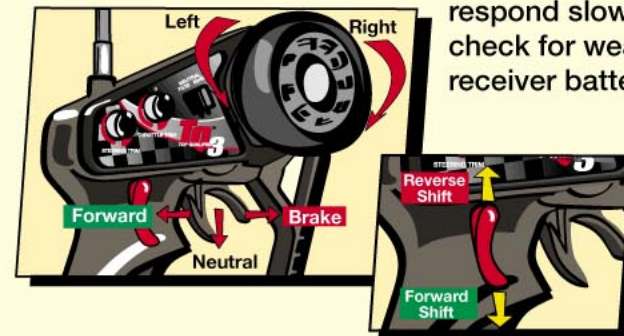
Remember...
Always turn the transmitter ON first and OFF last.



Did You Know...
A flashing red light on the transmitter indicates low transmitter batteries. Replace them immediately!

10 Check the servo operation

Operate the throttle trigger, shift button, and steering control on the transmitter individually to ensure that the servos are operating correctly. If the servos respond slowly, check for weak receiver batteries.



11 Range check the radio

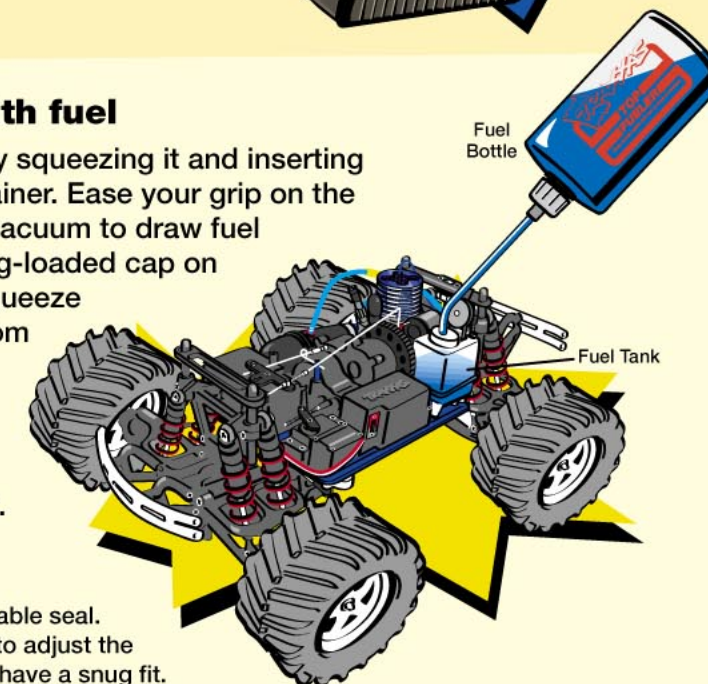
Before each running session, have a friend hold the T-MAXX with the ENGINE OFF. Make sure the antennas on both the vehicle and the transmitter are fully extended. Walk away from your model with the transmitter until you reach the farthest distance that you plan to operate the model. Operate the controls of the transmitter once again to be sure that the model responds correctly. Do not attempt to operate the model if there is any problem with the radio system.



12 Fill the tank with fuel

Fill the fuel bottle by squeezing it and inserting it into the fuel container. Ease your grip on the bottle to allow the vacuum to draw fuel into it. Lift the spring-loaded cap on the fuel tank and squeeze fuel into the tank from the bottle until the fuel reaches the bottom of the filler opening. Do not overfill the fuel tank.

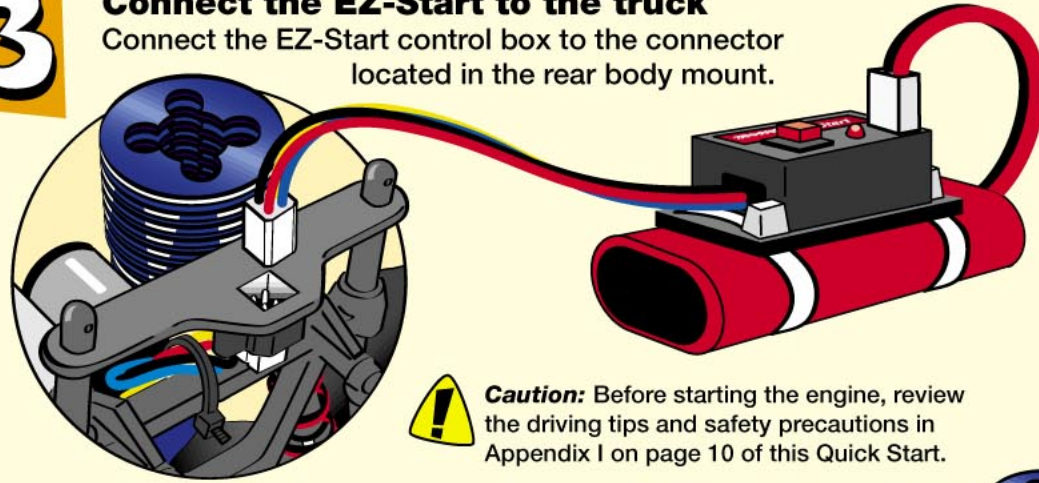
Did You Know...
The fuel tank lid has an adjustable seal. Turn the screw under the cap to adjust the fit of the seal. The cap should have a snug fit.



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Connect the EZ-Start to the truck

Connect the EZ-Start control box to the connector located in the rear body mount.

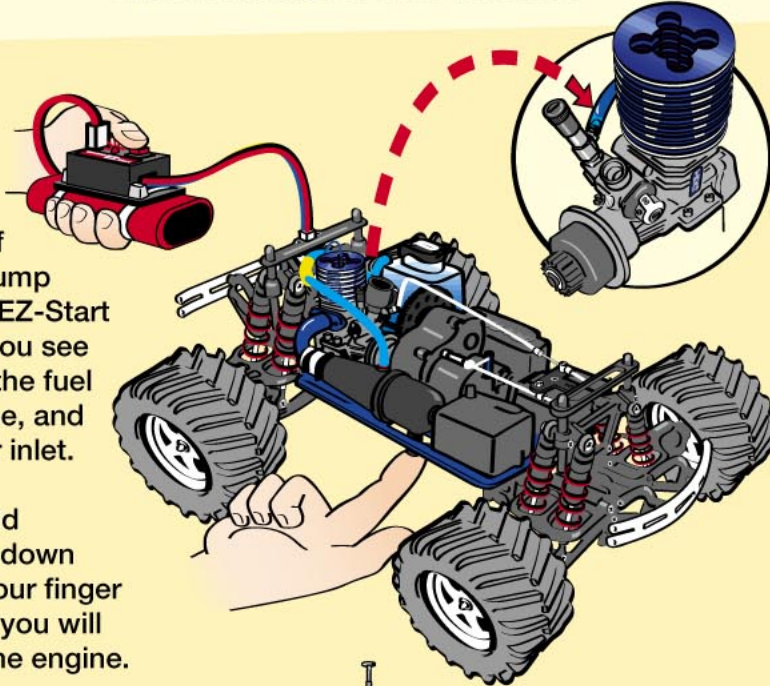


Caution: Before starting the engine, review the driving tips and safety precautions in Appendix I on page 10 of this Quick Start.

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Prime the carburetor with fuel

While holding your finger over the tip of the exhaust pipe, bump the engine with the EZ-Start several times until you see the fuel move from the fuel tank, through the line, and up to the carburetor inlet.

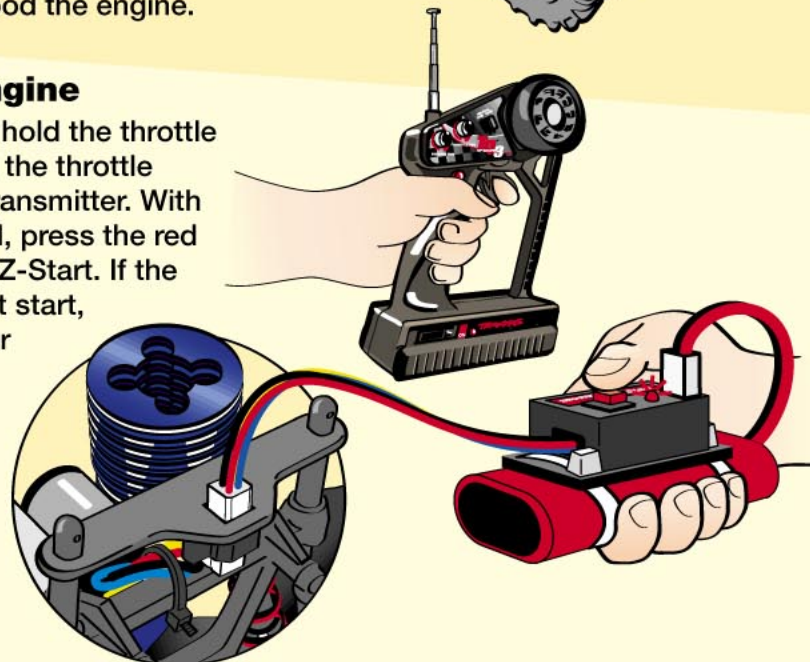


Caution: Do not hold the EZ-Start button down continuously with your finger over the exhaust or you will immediately flood the engine.

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Start the engine

With one hand, hold the throttle half open using the throttle trigger on the transmitter. With your other hand, press the red button on the EZ-Start. If the engine does not start, press the primer button once more and try again.



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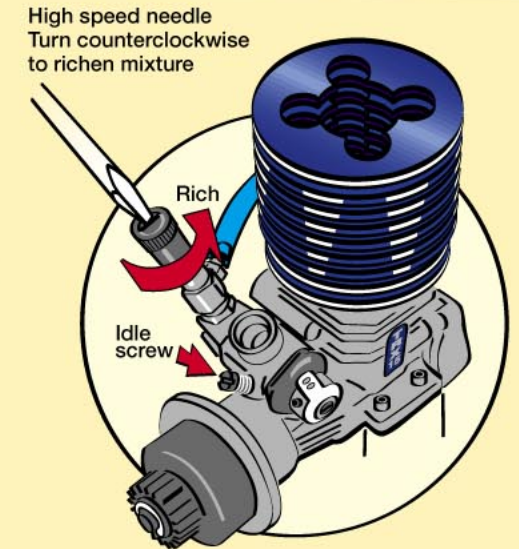
Keep the engine running

When a new engine is first started, it will not idle smoothly on its own. Use the transmitter to slowly rev the engine in the low rpm range. **DO NOT RUN THE ENGINE AT FULL THROTTLE. NEVER REV THE ENGINE WITH THE WHEELS OFF THE GROUND.** Keep the engine running until it is warm and then proceed with the break-in procedure.

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Proper engine break-in is critical to achieving the fastest, most-reliable engine performance.

Allow yourself about 1 to 1½ hours to break in the engine. The break-in time is not the time to impress your friends with your new T-MAXX. You must wait until the engine is fully broken in before attempting sustained high-speed runs. During the break-in period, your engine may appear to malfunction with symptoms such as stalling, inconsistent performance, and fouled glow plugs. Don't give up on it! These are just "break-in pains" that every new engine has to go through. They will disappear once you get through the break-in period. Run with the body off the T-MAXX for extra engine cooling. Richen the high speed needle (counterclockwise) in slight increments to the point where the truck has very sluggish acceleration. Accelerate slowly and make sure there is a thick trail of blue exhaust smoke. The T-MAXX should not shift into second gear during the first two tanks of fuel.



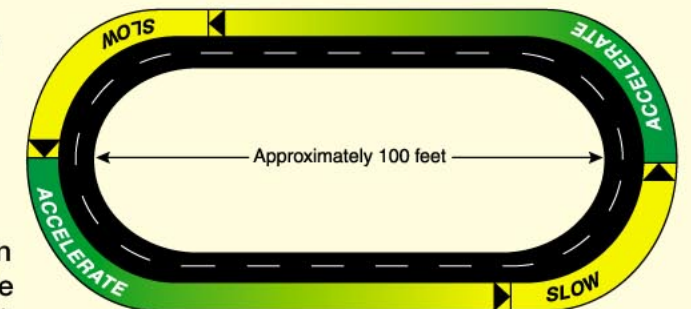
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The first tank of fuel

Drive the T-MAXX on a flat paved surface in an oval configuration. This will cause you to naturally vary your speed over the entire RPM range. During this break in time ease in and out of the throttle slowly to avoid stalling the engine. The goal is to simply keep it running. The fuel mixture setting may require slight adjustment to correct for different altitudes and temperatures. To tell if the engine is running rich (high volume of fuel flowing through the engine) look for the following conditions:

- 1) The engine should accelerate sluggishly
- 2) There should be a thick trail of blue smoke coming from the exhaust.

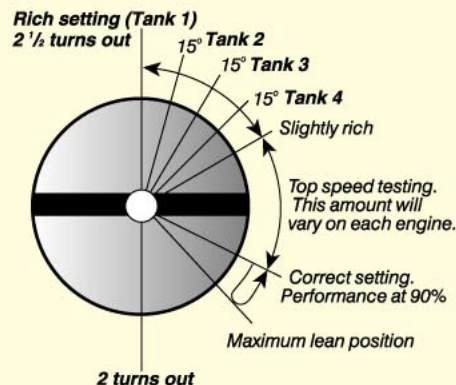
If you do not observe the conditions above, then turn the high speed needle out 15° (counterclockwise) and retest.



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Tanks 2, 3 and 4

Shut off the engine and allow it to cool for 5-10 minutes, then refuel. Turn the High speed needle 15° (clockwise). Turn on the radio system. Prime the engine (if necessary). Continue driving on your oval course, varying your throttle, until the second tank of fuel is used up. Repeat this process for tanks 3 and 4.



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Going fast

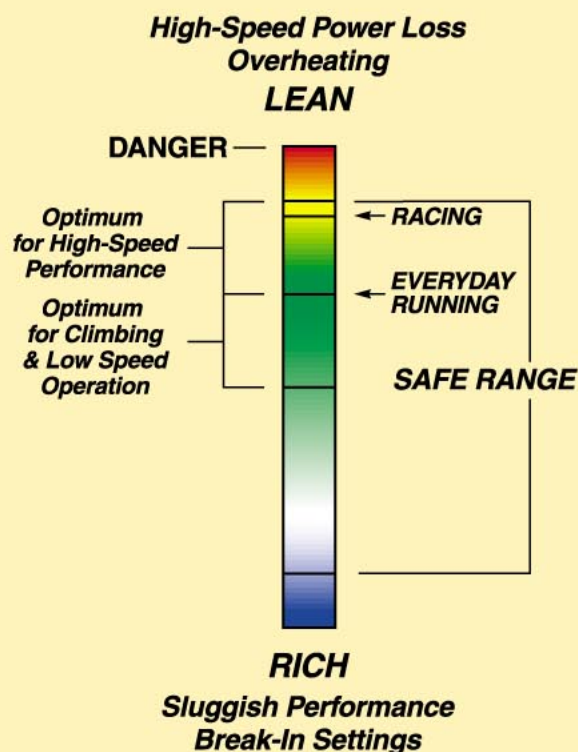
All final tuning adjustments must be made to the engine at its normal operating temperature. The T-MAXX's performance depends on the fuel mixture. Leaning the fuel mixture with the high-speed needle (turning clockwise) will increase engine power up to engine's mechanical limits. Leaning the fuel mixture beyond the safe allowable limits will result in poor performance and engine damage. When leaning the engine, you should always see a light stream of blue smoke coming from the exhaust, otherwise it is too lean. After the fourth tank of fuel, the break in process should be complete. Now it's time to tune the T-MAXX for maximum power. Continue to lean the fuel mixture in 1/16 turn increments until :

- 1) There is no longer any performance increase or...
- 2) The engine begins to cut out at high speed or...
- 3) The engine begins to overheat.

Overheating symptoms include:

- Steam or smoke coming from the engine surfaces
- Hesitation during acceleration (as if running out of fuel)
- Popping or clattering sound when decelerating (detonation)
- The idle speed will fluctuate

Any of the above symptoms indicate that the fuel mixture is past maximum safe lean setting. Turn the high-speed needle back out (counterclockwise) 1/8 of a turn to reach optimum fuel mixture setting. This will extend engine component life. This setting will vary slightly with each engine depending upon fuel brand, temperature, humidity, etc.



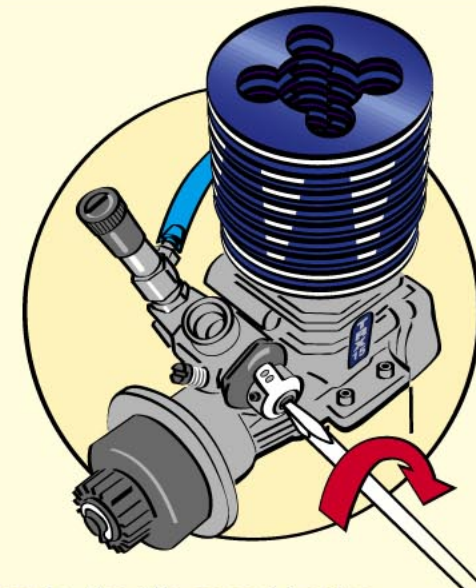
Caution

Too lean of a mixture may not provide the engine with enough oil to properly lube and protect its internal components.

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Fine tuning the low-speed mixture

The low-speed mixture screw is located in the end of the throttle shaft. The low speed mixture affects the idle quality and the low end engine power and throttle response. To check your low speed mixture setting, perform this simple test.

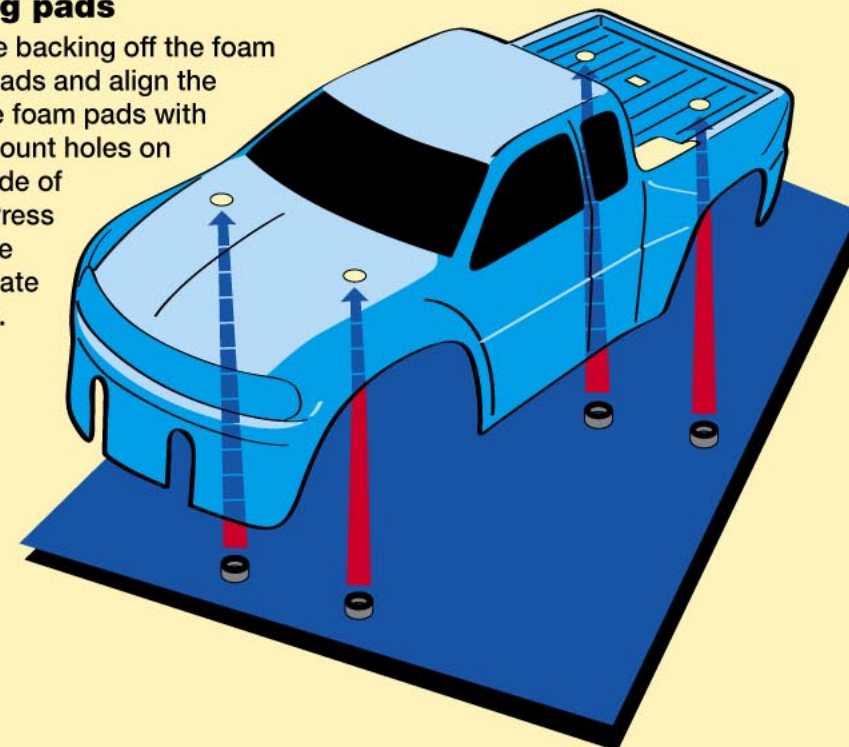


- 1) Drive the truck for several minutes until the engine is in its normal operating temperature range.
- 2) Pull it in, stop, and listen to the idle speed. If, after a few seconds, the idle speed begins to drop then lean the low speed mixture 1/8 of a turn (clockwise) and retest.
- 3) Continue leaning the engine in small steps until the idle speed will stay even for at least 20-30 seconds after stopping.
- 4) The truck should accelerate quickly from a standing start without bogging. The idle should be smooth and consistent. Lean the mixture 1/8 of a turn (clockwise) and re-test. If you experience any stalling or hesitation when accelerating, then the low speed mixture is too lean. Richen it 1/8 of a turn (counter clockwise) and retest.

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Affix the foam mounting pads

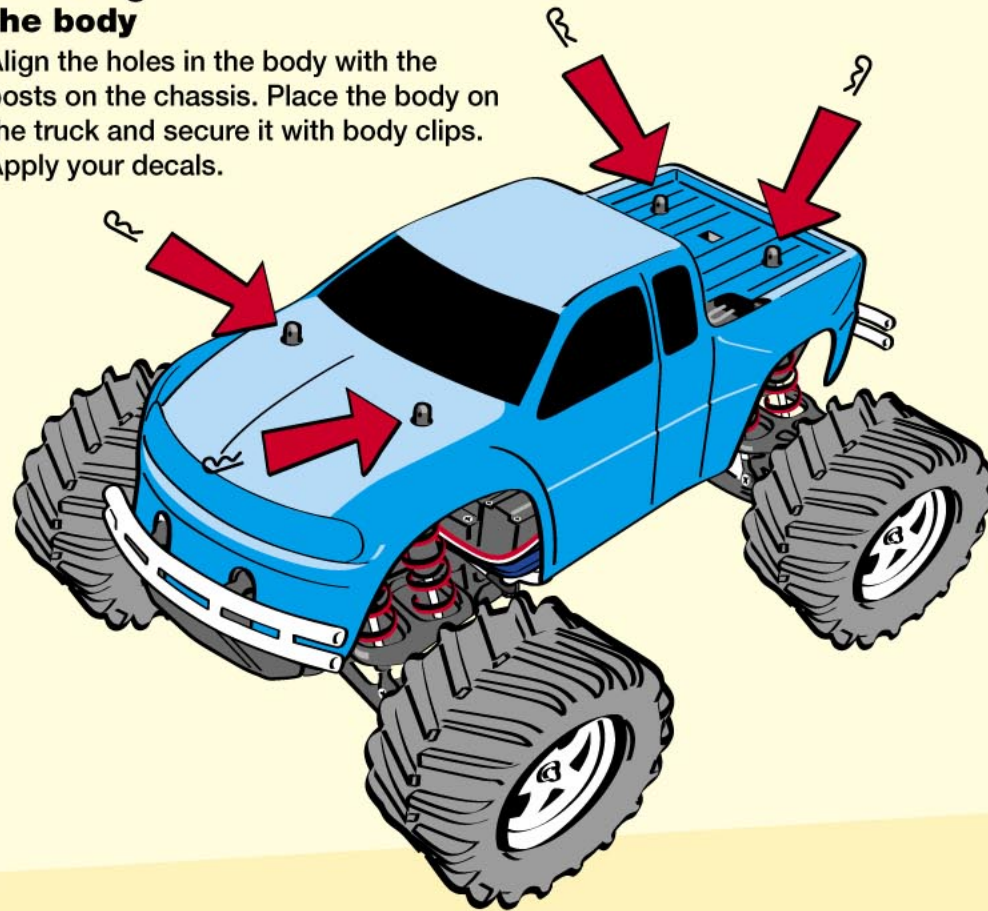
Remove the backing off the foam mounting pads and align the holes of the foam pads with the body mount holes on the underside of the body. Press firmly on the pads to create a solid seal.



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Installing the body

Align the holes in the body with the posts on the chassis. Place the body on the truck and secure it with body clips. Apply your decals.



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DRIVE AND HAVE FUN!



Appendix

I

Driving tips

Forward/Reverse Operation

Forward and reverse gears are selected with the shift button located in the transmitter handle grip. The switch is normally in the down position (forward). To engage reverse, bring the T-MAXX to a complete stop and push the shift button up. Allow at least one second (count "one thousand and one") and then apply 3/4 to full throttle. Abrupt engine throttle solidly locks the transmission into gear. If you accelerate very slowly after a direction change, the T-MAXX may appear to malfunction by slipping as the transmission tries to lock in to gear. To return to forward direction, use the same procedure and move the shift button down. If the T-MAXX does not shift into reverse, check the following:

1. IDLE SPEED- The engine idle speed needs to be set as low as possible and still allow reliable running. If the idle speed is set too high, the T-MAXX will not shift.
2. DRIVELINE- If the T-MAXX driveline is heavily loaded, such as being stuck on an incline, it may not shift into reverse.

If, accidentally, neither forward or reverse is engaged (neutral), do not rev the engine. Revving the engine with no load can cause serious internal damage to the engine, such as a broken connecting rod. Move the shift button back and forth until a forward or reverse gear is selected.

Turning

Due to the very nature of the design that makes a monster truck what it is, it is necessary to slow down while turning to prevent accidental roll-overs.

Other Driving Precautions

- The radio system is not waterproof. Avoid driving through puddles, wet grass, or mud. Water could damage the electronics.
- Do not continue to operate the T-MAXX with low batteries. After the battery power drops below a certain point, the model will continue with the last command it had from the transmitter. Indications of low battery power include slow operation and sluggish servos. On the transmitter, a flashing red light indicates low transmitter batteries.
- Do not drive the T-MAXX at night, on public streets, or in large crowds of people.
- If the T-MAXX becomes stuck, do not continue to run the engine. Remove the obstruction before continuing to drive.
- Do not attempt to push or tow objects with the T-MAXX.
- The T-MAXX is controlled by radio. It is subject to radio interference from many sources beyond your control. Since radio interference can cause momentary losses of control, allow a safety margin around the truck in order to prevent collisions.
- Use common sense whenever you are driving your T-MAXX. Intentionally driving in an abusive and rough manner will only result in poor performance and broken parts.

II

Adjusting the two-speed

If the two-speed transmission requires adjustment, please refer to the T-MAXX operating instructions.

