

## Slipper Clutch Rebuild Instructions

Covers Part #5352

### Remove Engine and Exhaust

- Loosen the set screw that secures the pipe hanger to the exhaust pipe.
- Remove the four cap head screws that secure the engine to the engine mount.
- Remove the air filter from the carburetor to aid in the removal of the engine. Push the engine slightly forward until the throttle arm on the carburetor slides out of the fork of the throttle bell crank. Carefully move the engine and exhaust system aside to access the spur gear.



### Install Rebuilt Kit

- Insert a 2.0mm hex wrench into the end of the slipper shaft to lock the shaft. Remove the slipper nut by turning the nut counter-clockwise with the 8.0mm open-end wrench supplied inside the Revo instruction pack.
- Remove the slipper assembly from the slipper shaft. Note: The slipper hub (closest to the transmission) may be left on for this procedure.
- Remove the used pads from the pressure plate and replace them with the new pads from the rebuilt kit. The pads are placed onto the pressure plate by keying into the molded pins on the plate.
- Install the new steel slipper disc, clutch shoe assembly, and the rest of the slipper components onto the slipper shaft using the diagram below.



### Reinstall Spur Gear and Engine

Repeat the previous steps in reverse order to reinstall the spur gear and engine onto the Revo.

- Pay close attention to the orientation of the spur gear. The heads of the screws should fit snugly inside of the plastic fingers that are molded into the spur gear. The text located on the face of the spur gear should face away from the transmission.
- Remember to secure the yellow EZ-Start ground wire to the engine block with one of the inside engine mount screws.

### Adjusting the Slipper Clutch

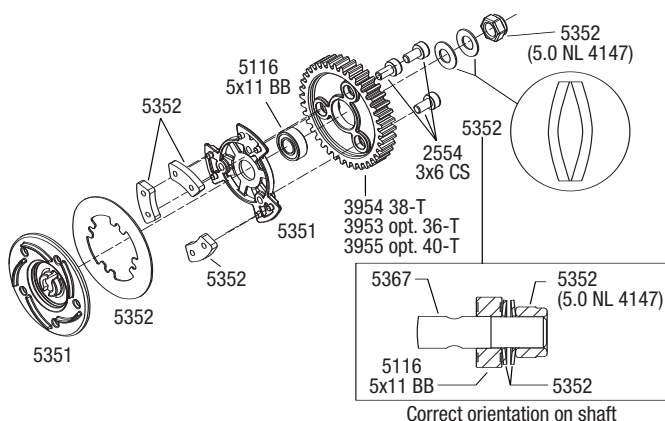
The slipper clutch can be adjusted to suit many different surface conditions and driving styles.

#### Adjust slipper to...

- Limit wheel spin for loose conditions.
- Keep the front wheels on the ground under heavy acceleration on high-bite surfaces.
- Protect the drivetrain from sudden impact or shock loads (such as landing from a jump with the engine under acceleration).

#### Base slipper setting

- Use the 2.0mm hex wrench to hold the slipper shaft and the 8.0mm open end wrench to tighten the slipper nut.
- Tighten the slipper until you can just slowly turn the spur gear by hand while locking the slipper shaft. This a good starting point to protect the drivetrain from shock loads.
- Make further adjustments to suit your driving conditions. Do not make adjustments to the slipper clutch any larger than 1/8 turn at a time. **Caution: Do not tighten the slipper to the point of eliminating slippage. This can permanently damage the slipper components.**



- Pay close attention to the orientation of the spring washers. Correct orientation of the spring washers is critical to proper performance of the slipper and to avoid damage to the seal ball bearing inside the slipper system.
- Attach the threaded slipper nut until it's slightly snug. **Important:** Do not over tighten the slipper nut. Refer to *Adjusting the Slipper Clutch* instructions above.

If you have questions or need technical assistance, call Traxxas at  
**1-888-TRAXXAS**  
 (1-888-872-9927) (U.S. residents only)