

Revo 3.3 Forward/Reverse Kit Instructions

Covers Part #5395X

Important Note: This kit does NOT include the OptiDrive system. The truck must come to a complete stop before shifting gears. See below for shifting instructions.

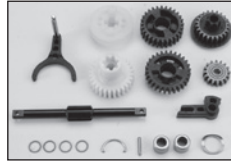


Tools Needed:

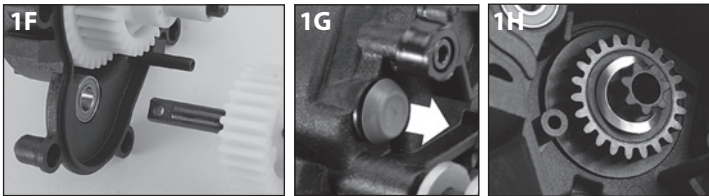
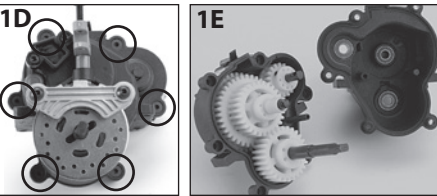
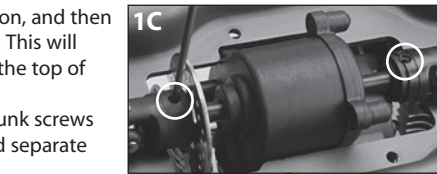
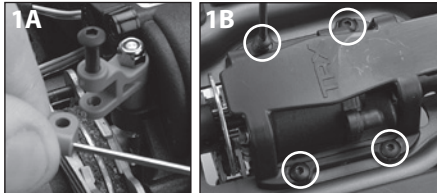
- 2.0mm hex wrench
- 2.5mm hex wrench
- Needle-nose pliers
- Small flat-blade screwdriver
- 5.5mm nut driver

Forward/Reverse Gear Installation:

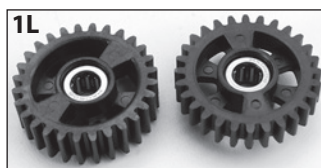
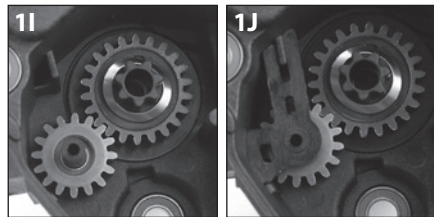
1. Remove the air filter from the carburetor, and then remove the brake rod from the brake lever by loosening the 3x12mm button-head screw far enough to pull the rod guide from the lever. The brake linkage does not need to be removed from the throttle servo (1A).
2. Flip the truck over and remove the four 4x10mm button-head screws that attach the center skid plate to the chassis (1B).
3. Next, remove the two screw pins from the front and rear output yokes of the transmission, and then slide the yokes off of the shaft. This will release the transmission from the top of the chassis (1C).
4. Remove the six 3x12 countersunk screws from the transmission (1D) and separate the transmission halves (1E).
5. Remove the forward-only gear shaft assembly from the transmission (1F), and then pull the blue rubber plug (1G) from the front transmission half.



Parts needed for these steps

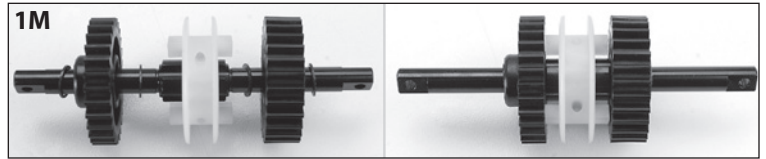


6. Next, place the 22T steel primary gear into the front transmission half, followed by the disk spring (see photo 1H for correct orientation).
7. Slide the steel reverse idler gear (w/bearing) over the molded plastic post next to the steel primary gear (1I), followed by the plastic idler shaft support (1J).
8. Locate the two black forward and reverse gears along with the two metal needle roller bearings. Press a roller bearing assembly into each gear with the integral marking facing out and away from the gears (1K). Be sure to press the bearing assemblies all the way into each gear until it bottoms out inside the gear (1L).

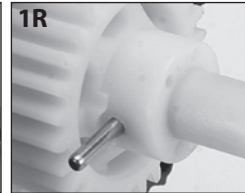
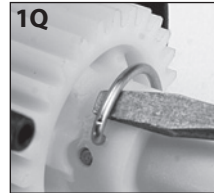
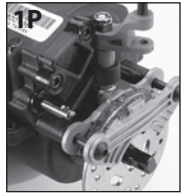


9. Locate the FWD/REV output shaft, dog slider, four 6x8 PTFE washers, and the two black FWD/REV gears with installed roller bearing assemblies. Install these items onto the output shaft using the photo and exploded view for correct sequence and

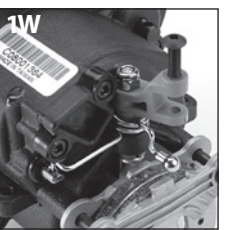
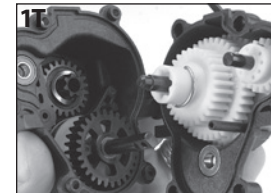
orientation (1M). **Note:** The FWD/REV gears must be installed onto the output shaft with the integral markings of the roller bearings facing toward the center of the shaft.



10. Next, locate the shift fork and shaft assembly. Position the shift fork inside and around the groove of the plastic dog slider on the output shaft (1N). **Note:** The shift fork shaft must face toward the black reverse gear (thin gear).
11. Insert the entire assembly into the front transmission half. The output shaft is located through the 6x12mm bearing at the bottom of the case, and the shift fork shaft should slide through the same hole where the blue rubber plug was removed (1O). Remember to position the front brake disc between the brake calipers before sliding the output shaft all the way into the transmission case (1P).
12. Remove the forward-only primary gear from the two-speed shaft by removing the primary pin retainer clip from the gear to access the cross pin (1Q). Push the pin out of the gear and slide the gear off of the shaft (1R). Replace the gear with the included forward/reverse primary gear in the same orientation and secure the gear with the pin and retaining clip (1S).

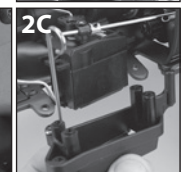
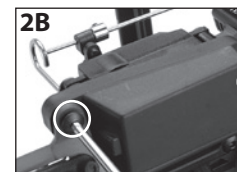
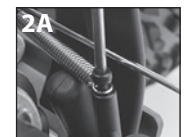


13. Next, carefully join the two transmission halves together (1T) and secure them with the six 3x12mm countersunk screws (1U).
14. Remove the 3mm locknut from the brake lever and slide the brake lever off of the brake cam shaft (1V). Install the torsion spring onto the brake cam shaft (see image 1W for correct orientation), followed by the brake lever. Secure the assembly with the 3mm locknut. Insert the bent end of the spring into the hole located in the shift fork.
15. Install the transmission back onto the chassis in reverse order of how it was removed.

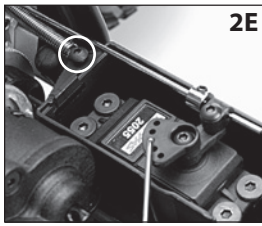
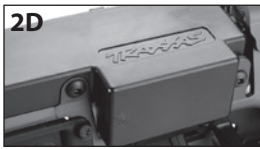


Left-side radio box installation

1. Remove the 2.5x6mm cap-head screw from the throttle servo mount to release the throttle return spring (2A).
2. Remove the two 4x10mm button-head screws from the bottom of the throttle servo mount (2B), and then remove the four 3x10mm flat-head screws securing the throttle servo. Lift the throttle servo out of the mount and remove the mount from the chassis (2C).

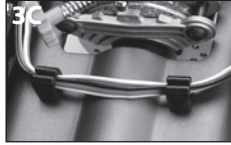
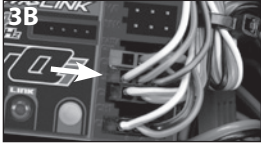


- Place the included left-side radio box into the same location and secure it to the chassis with the same two 4x10mm button-head screws (2D).
- Place the throttle servo into the radio box and secure it with the same four 3x10 flat-head screws. Next, secure the throttle return spring to the radio box with the included 3x6mm button-head screw (2E).



Channel 3 (CH3) / Shift Servo Installation

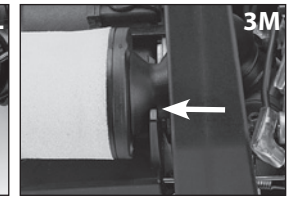
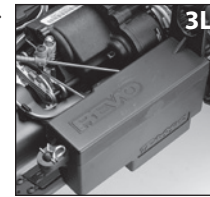
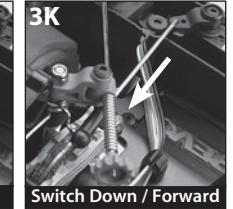
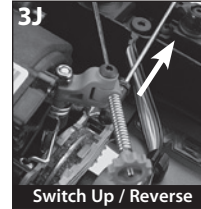
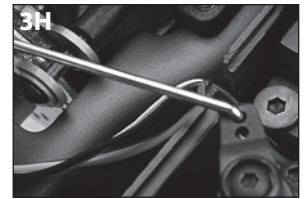
- Locate the #2060 shift servo and the two 3x6 button-head screws. Install the servo into the left-side radio box between the two plastic molded posts in front of the throttle servo (see photo 3A for correct orientation).
- Open the right side receiver box, and then insert the shift servo plug into the CH3-port in the receiver (3B). Close the receiver box and route the shift servo wire through the two plastic wire clips in the chassis (3C).
- Turn on the transmitter and the ON/OFF switch on the Revo. Make sure that the red forward/reverse switch on the transmitter is positioned in the down (forward) position (3D). Locate the included shift servo horn and install the servo horn onto the output shaft (see image 3E for correct orientation).



- Note:** The servo output shaft is splined to match the inside of the servo horn. Make sure that the grooves are lined up before applying pressure to the servo horn.
- Next, press up on the red forward/reverse switch (3F). The shift servo horn should swing clockwise approximately 90-degrees to the right (away from the transmission)(3G). **Important:** If the shift servo horn swings in the opposite direction than described above, then switch the CH3 servo reverse switch on the transmitter to the opposite position, and then repeat Step 3.



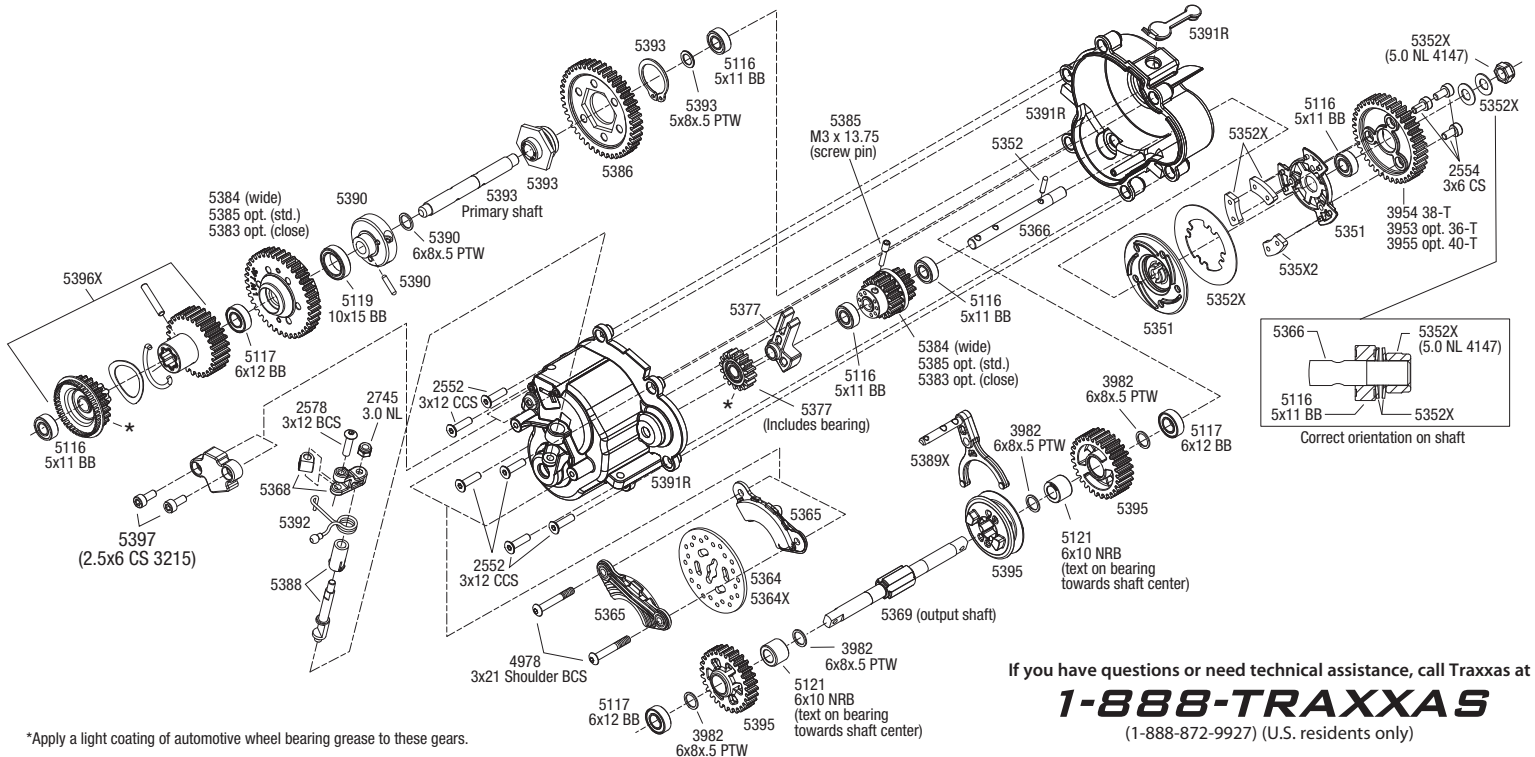
- Shift the red shift button on the transmitter back to the down position, and then turn off the transmitter and the ON/OFF switch on the Revo. Secure the servo horn to the shift servo with an included 3x6mm button-head screw. Locate the shift linkage wire with the installed plastic ball cup at one end. Insert the bare bent end through the outside hole of the servo horn, and then push down (see image 3H for correct orientation). The wire should pivot freely.
- Connect the ball cup to the ball end of the torsion spring located on the brake cam (3I). This should press the shift fork shaft into the transmission (forward).
- Turn on the transmitter and Revo. Press up on the red shift button. The shift servo should pull the shift fork shaft out of the transmission (reverse) (3J). Pressing the switch back down should push the shift fork shaft back into the transmission (forward) (3K).
- Turn the transmitter and the Revo off. Install the left side radio box cover onto the radio box and secure it with the 90-degree body clip (3L). Install the air filter onto the carburetor, and then place the intake neck of the air filter between the molded legs on the radio box top (3M). This completes the installation.



Forward/Reverse Shifting Tips

- This kit does not include the OptiDrive module (part #5398) or sensor (part #5397). The truck must come to a complete stop before shifting.
- After the truck has come to a complete stop, push the red shift button up to actuate reverse or press down to actuate forward.
- After shifting, allow the truck to roll slightly to ensure positive engagement of the transmission. Once the truck lurches forward or back, it is then okay to apply throttle.

CAUTION: Do not switch gears at high speeds. This can cause serious damage to the transmission gears.



*Apply a light coating of automotive wheel bearing grease to these gears.

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