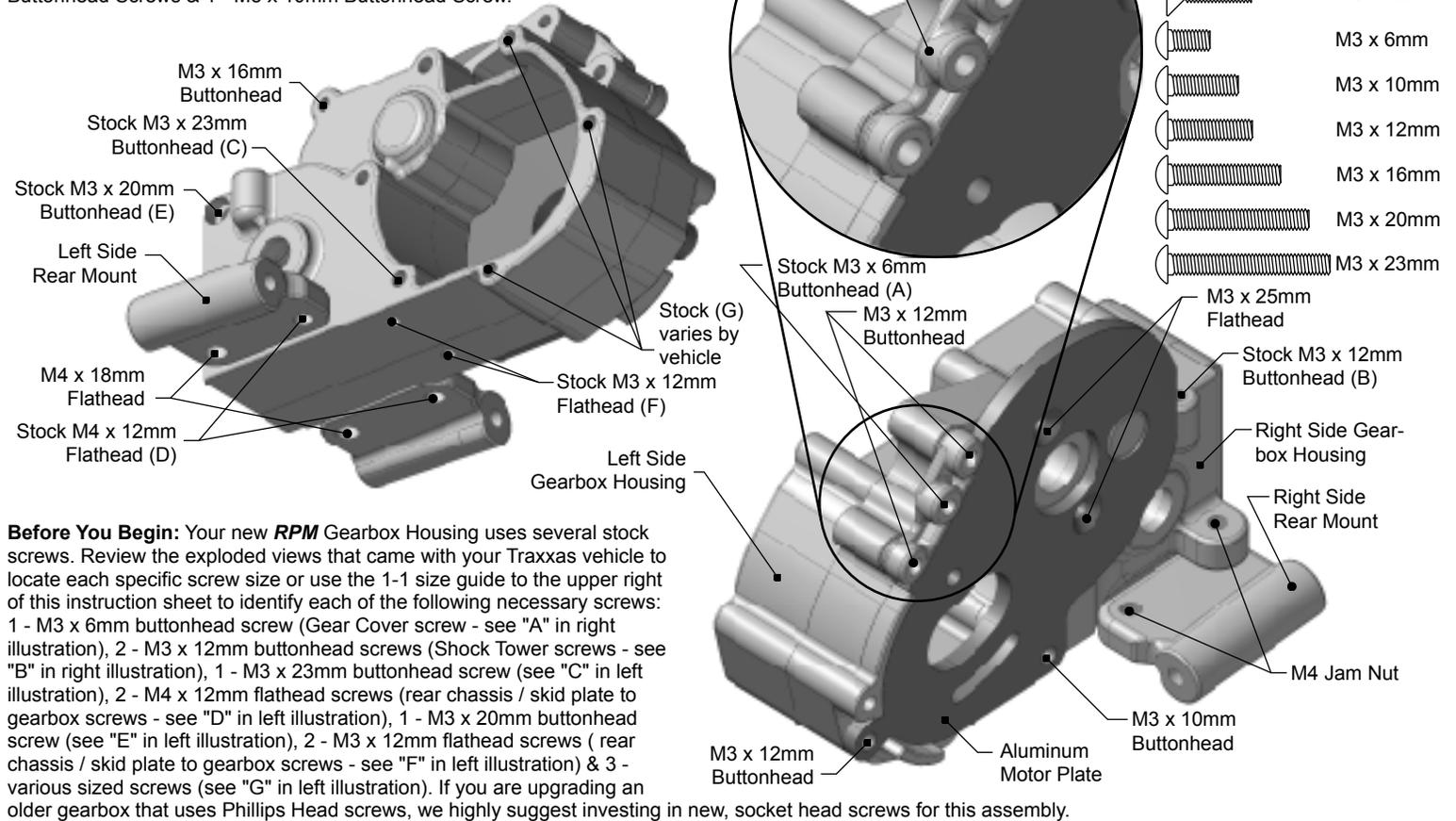


#73612 - RPM Gearbox Housing for the Traxxas 2wd Slash, 2wd Stampede, Rustler & Bandit

What's Included: 1 - Left Side Gearbox Housing, 1 - Right Side Gearbox Housing, 1 - 3mm Aluminum Motor Plate, 2 - Gear Cover Mounts, 2 - Zero Degree Rear Mounts (1 - Left & 1 - Right), 2 - 3 Degree Rear Mounts (1 - Left & 1 - Right), 2 - M3 x 25mm Flathead Screws, 2 - M4 x 18mm Flathead Screws, 4 - M4 Jam Nuts, 1 - M3 x 16mm Buttonhead Screw, 3 - M3 x 12mm Buttonhead Screws & 1 - M3 x 10mm Buttonhead Screw.



Before You Begin: Your new **RPM** Gearbox Housing uses several stock screws. Review the exploded views that came with your Traxxas vehicle to locate each specific screw size or use the 1-1 size guide to the upper right of this instruction sheet to identify each of the following necessary screws: 1 - M3 x 6mm buttonhead screw (Gear Cover screw - see "A" in right illustration), 2 - M3 x 12mm buttonhead screws (Shock Tower screws - see "B" in right illustration), 1 - M3 x 23mm buttonhead screw (see "C" in left illustration), 2 - M4 x 12mm flathead screws (rear chassis / skid plate to gearbox screws - see "D" in left illustration), 1 - M3 x 20mm buttonhead screw (see "E" in left illustration), 2 - M3 x 12mm flathead screws (rear chassis / skid plate to gearbox screws - see "F" in left illustration) & 3 - various sized screws (see "G" in left illustration). If you are upgrading an older gearbox that uses Phillips Head screws, we highly suggest investing in new, socket head screws for this assembly.

Notes on the Disassembly of the Stock Gearbox: Remove the rear shock tower before proceeding, then remove the stock gearbox from your vehicle, paying careful attention to any screws that will be needed during the assembly of your **RPM** Gearbox. Remove the gear cover and motor from the stock gearbox assembly (retain at least one of the two M3 x 6mm gear cover screws "A" and both motor screws). Remove any peripheral parts such as wheelie bars or bumpers, taking careful note of the screw sizes and locations since they will go into the **RPM** Gearbox in exactly the same way. Next, disassemble the slipper clutch (if installed), taking careful note of the order in which it comes apart. Finally, split the stock gearbox housing and leave the gears, shims, bearings, etc., in place for now.

Gearbox Assembly: Directional notations (left & right) reference as viewed from the perspective of the driver. **1)** Locate one of the two Gear Cover Mounts (the second is provided as a spare) and bolt it to the **right** side Gearbox Housing with 2 of the included M3 x 12mm buttonhead screws. Use extreme caution to orient it correctly as shown in the detail illustration above. **2)** Using the **RPM** left side Gearbox Housing, carefully transfer the internal gears, bearings and shims exactly as they are laid out in your stock gearbox to your new **RPM** Gearbox Housing. Apply lubrication if necessary (refer to stock documentation for the proper lubrication of your internal gears). **3)** Place the bearings from the right side of your stock gearbox into the **RPM** right side Gearbox Housing. **4)** Carefully align the left & right side Gearbox Housings and press them together. The 3 alignment bosses should key the two halves together for proper alignment. **5)** Bolt the two halves together from the left side using stock screws "C" & "E" and 1 included M3 x 16mm buttonhead screw in the top front of the Gearbox Housing (refer to the left illustration above). Snug the screws but do not tighten them at this time. **6)** Using 2 of the included M3 x 25mm flathead screws and 1 of the included M3 x 12mm buttonhead screws, bolt the Aluminum Motor Plate to the Gearbox Housing, leaving the screws slightly loose for the moment. **7)** Check for free play in the gears and tighten all of the screws installed thus far. **Caution: there is no need to over-tighten the screws!** Snug them firmly but no further. **8)** Finish installing peripheral parts such as the outrives, slipper clutch (refer to stock documentation on the proper set-up of the slipper clutch assembly), etc. You may also bolt the motor to the aluminum motor plate using stock motor screws at this time (refer to stock documentation for the proper gear mesh between the pinion and spur gears). Do not install the gear cover at this time. □

Rear Mount and Gearbox Installation: Your **RPM** Gearbox comes with 2 sets of Rear Mounts. If you're running a Traxxas **Slash**, **Bandit** or any other vehicle **that has** built in toe at the axle carriers, use the included **Zero Degree Rear Mounts**. If you're running a **Rustler** or **Stampede** or any other combination that **does not have** toe built in, start with our **3 Degree Rear Mounts**. Each set of mounts will be marked with their correct toe angle. **1)** After selecting a set of Rear Mounts, identify the left and right sides by the corresponding "L" and "R" markings on each mount. Using 2 stock M4 x 12mm flathead screws "D", bolt the left and right rear mounts to the chassis / skid plate through the rear mounting holes. **2)** Fit the Gearbox in place. The mounting tabs of the Gearbox should align with the front 2 holes of the Rear Mounts. **3)** Secure the Gearbox and Rear Mounts in place using 2 of the supplied M4 x 18mm flathead screws. Install the included M4 jam nuts over each of the M4 screws. **Caution: These jam nuts must be secured properly to validate the RPM warranty program.** **4)** Bolt the rear of the Gearbox to the chassis / skid plate using 2 stock M3 x 12mm flathead screws "F". **5)** Reinstall the rear shock tower, then bolt it to the Gearbox Housing using 2 stock M3 x 12 buttonhead screws "B". **6)** Reinstall the gear cover using 1 stock M3 x 6mm buttonhead screw "A" in the upper location and 1 included M3 x 10mm buttonhead screw at the lower location. **7)** Finally, reinstall any peripheral parts that are not included in this instruction sheet such as a-arms, camber links, axles, axle carriers, etc. according to manufacturer instructions. **8) Important:** The three screws labeled "G" in the above left illustration **must be reinstalled** but will vary by application. Review the exploded views and instructions that came with your vehicle for proper screw sizes and installation procedures.

Final Notes: Due to possible manufacturing differences, it is suggested that your camber angles be checked and adjusted if necessary with your **RPM** Camber Gauge (**RPM** #70992). Double-check for binds in the gearbox before running for the first time and check again after your first couple of battery packs.