

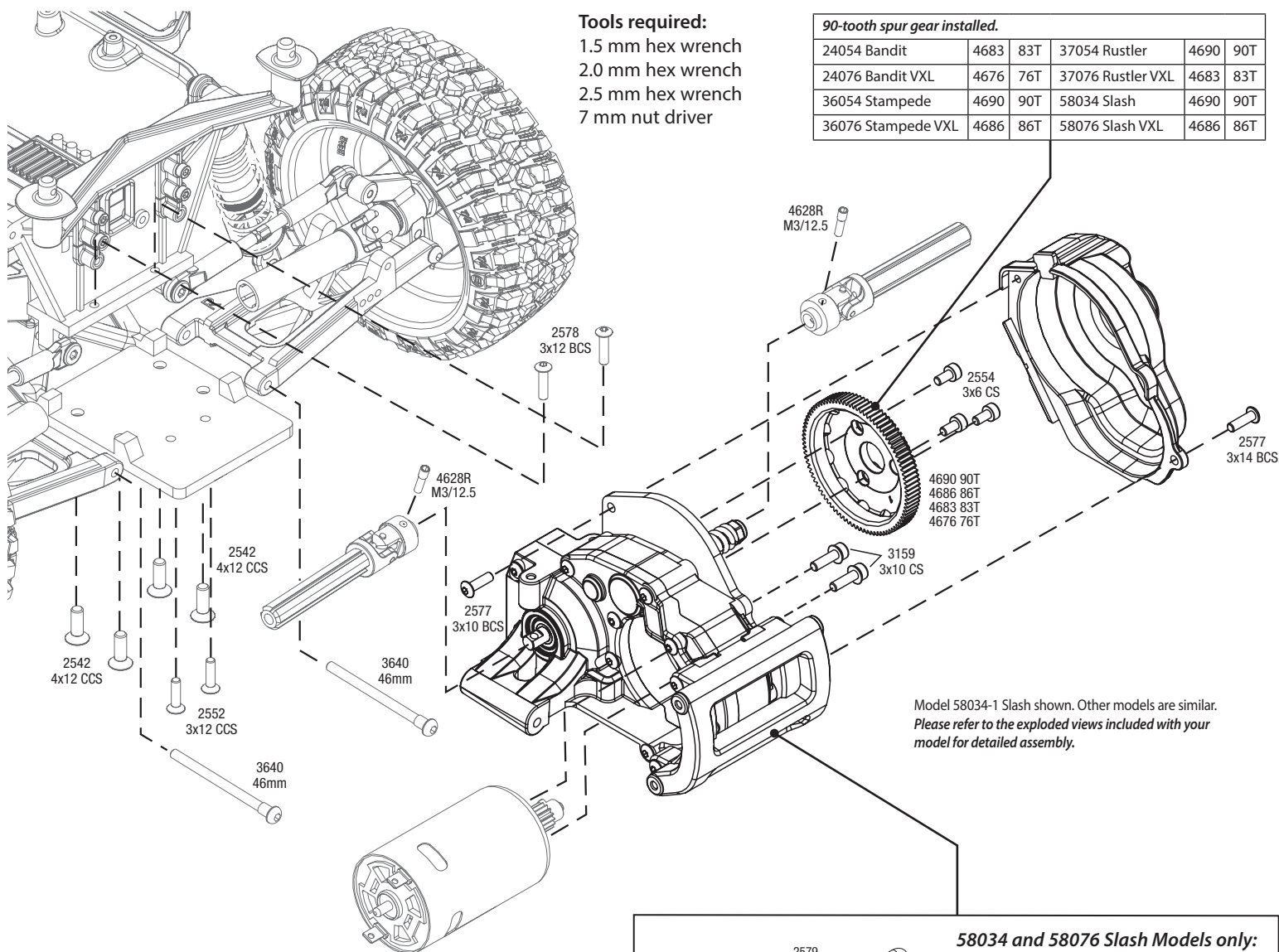


Pro Series Magnum 272R Complete Transmission Instructions

Covers Part #9495

Tools required:
 1.5 mm hex wrench
 2.0 mm hex wrench
 2.5 mm hex wrench
 7 mm nut driver

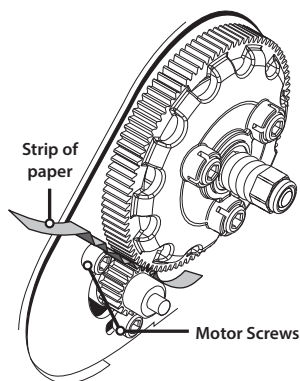
90-tooth spur gear installed.					
24054 Bandit	4683	83T	37054 Rustler	4690	90T
24076 Bandit VXL	4676	76T	37076 Rustler VXL	4683	83T
36054 Stampede	4690	90T	58034 Slash	4690	90T
36076 Stampede VXL	4686	86T	58076 Slash VXL	4686	86T



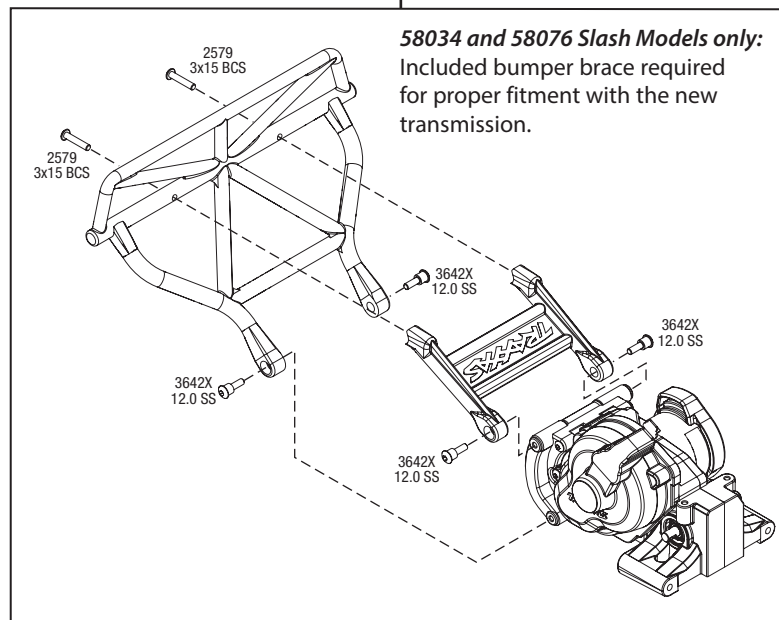
Model 58034-1 Slash shown. Other models are similar. Please refer to the exploded views included with your model for detailed assembly.

Adjusting Gear Mesh

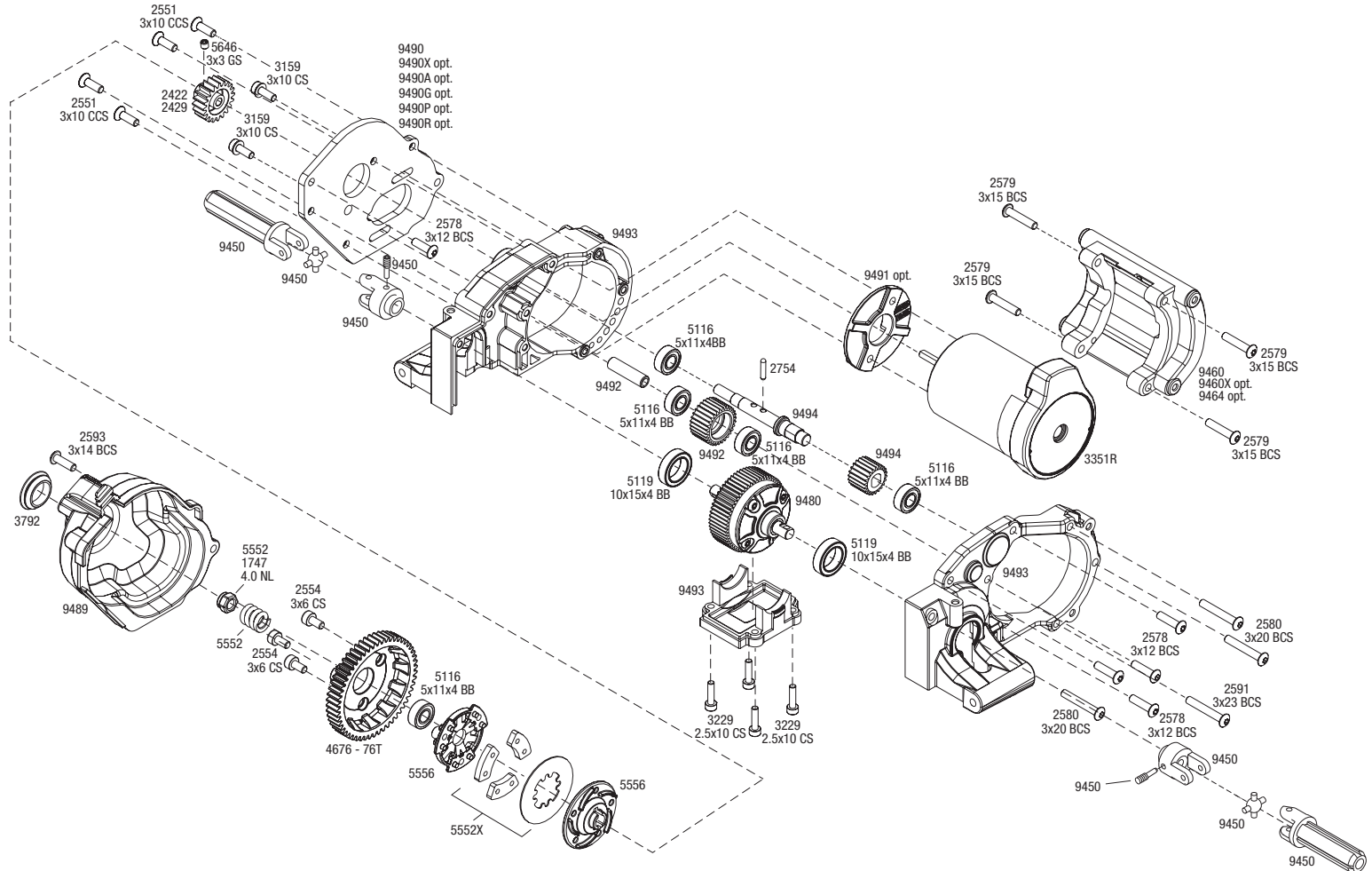
Incorrect gear mesh is the most common cause of stripped spur gears. Gear mesh should be checked and adjusted anytime a gear is replaced. To set the gear mesh, cut a narrow strip of notebook paper and run it into the gear mesh. Loosen the motor screws and slide the motor and pinion gear into the spur gear. Retighten the motor screws and then remove the strip of paper. You should be able to run a fresh strip of paper through the gears without binding them.



58034 and 58076 Slash Models only: Included bumper brace required for proper fitment with the new transmission.



Pro Series Magnum 272R Transmission Assembly



Tuning the Sealed Differential

The differential is sealed to maintain consistent long-term performance. Changing the oil in the differential with either lower or higher viscosity oil will vary the performance characteristics of the differential. From the factory, the differential is filled with black lithium grease, but can also be tuned with silicone differential oil. Only use silicone oil in the differential. The differential has to be removed from the transmission and disassembled to change/replace the oil.

Follow the steps below to access and refill the sealed differential:

1. Remove the four 2.5x10mm cap screws from the bottom of the transmission to remove the differential cover.
2. Slide the differential out of the transmission case.
3. Remove the 2.5x10mm button-head cap screws from the differential and carefully pull the differential halves apart. Work over a towel to collect any fluid that drips from the differential.
4. Drain the fluid from the differential. You may wish to remove the spider gears from the differential to make this easier.
5. Place the spider gears back into the differential carrier (if you removed them). Fill the carrier with fluid until the cross pins are covered.
6. Rejoin the differential halves, using care to align the screw holes. Be sure the rubber gasket is in place or the differential may leak.
7. Install the 2.5x10mm button-head cap screws and tighten securely.
8. To reinstall the differential, reverse the steps.

