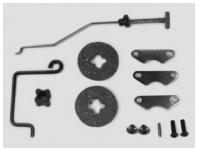
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Dual Rear Brake Kit Installation

Covers Part #5417A

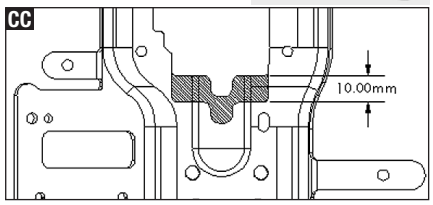


This kit is designed for the Traxxas Revo 3.3 and requires the installation of the center differential (part #5414).



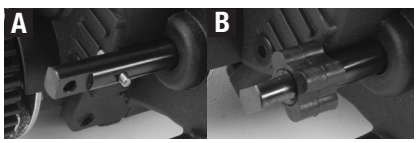


Note 1 - For TRX 2.5R-equipped Revos, check the rear transmission half for rear brake mounting capability. The rear transmission half (part #5391R) will be necessary for the installation of the rear brake kit (Fig. AA). The accessory left-side radio box cover (part #5325X) can also be used to easily show where the secondary brake linkage will need to pass through (Fig. BB).

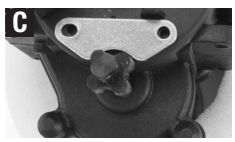


Note 2 - The rear brake kit is designed for use with the Revo 3.3 long chassis. If you are using a standard Revo chassis, material will need to be removed for proper clearance around the brake components. **Caution:** Always use proper protective gear when cutting or grinding aluminum. See illustration (Fig. CC) for material to be removed.

Install brake discs and calipers



- With the transmission removed, insert the brake pin into the rear output shaft (the hole closest to the transmission case) (Fig. A). Slide the brake hub over the output shaft and key it onto the brake pin (Fig. B).
- Set one caliper on the rear transmission case cover, and align the holes with the two holes in the transmission case (Fig. C).
- Next, slide one brake disc over the brake hub and up against the caliper. Follow the brake disc with another caliper (Fig. D).
- Slide the second brake disc over the brake hub, and follow the brake disc with the third brake caliper.
- Make sure all caliper holes are aligned with the holes on the transmission cover, and then insert the two 3x10mm button head machine screws through the calipers and thread them into the transmission cover (do not tighten) (Fig. E).
- Using your finger, apply even pressure to the center of the outer brake caliper. While holding steady pressure, drive each caliper screw until it just stops at the caliper, and then back off 1/2-turn, or until there is no binding between the calipers and the brake discs. The disc must be able to rotate freely when the brake is not engaged (Fig. F).



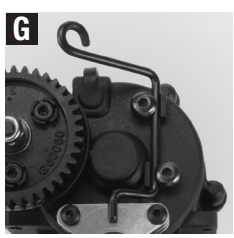




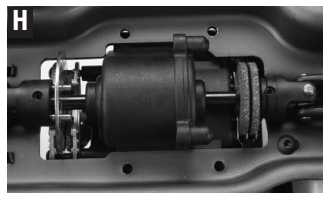


Install brake lever

- Set the brake lever into the slots molded into the transmission case, and then secure the lever in the slots with the two 4x4mm blue- anodized button head screws. **Do not overtighten these screws.** The lever must rotate freely with minimal play (Fig. G).



Install transmission onto the chassis

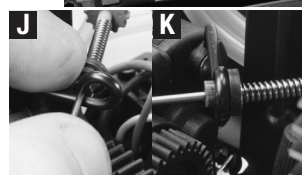


- Set the transmission into the chassis. While holding the transmission to the chassis, connect the front and rear drive shafts to the output shafts. The torque pins on the front output yoke should key into the slots stamped into the disc. Secure the yokes with the two 4x15mm screw pins (Fig. H).
- Secure the transmission and the transmission skid plate to the chassis with the four 4x12mm button head cap screws.

Install brake linkage

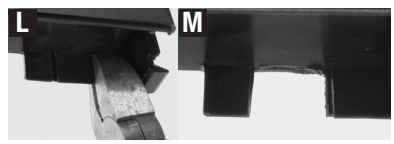


- Remove the left side radio box cover from the radio box, and then remove the air filter from the carburetor.
- Insert the Z-bend end of the brake linkage into the throttle servo arm (Fig. I).
- Next, make sure the brake spring and bushing are pushed toward the brake adjustment knob, and then slide the brake linkage in through the slot in the eyelet of the brake lever. Press the plastic flanged bushing into the eyelet until it stops (Fig. J and K).



- Attach the front brake linkage to the front brake arm, and secure it with the 3x12mm button head machine screw.

Radio box cover preparation



- Locate the recessed markings inside of the radio box cover (Fig. L). Use a pair of side cutters to cut each line up to the top of the cover, and then use a pair of needle nose pliers to bend and remove the piece of plastic (Fig. M). Trim any excess plastic from the cover that might interfere with the brake linkage.



- Install the radio cover back onto the radio box, and then install the air filter back onto the carburetor. Use a zip-tie to secure the air filter to the carburetor (Fig. N).

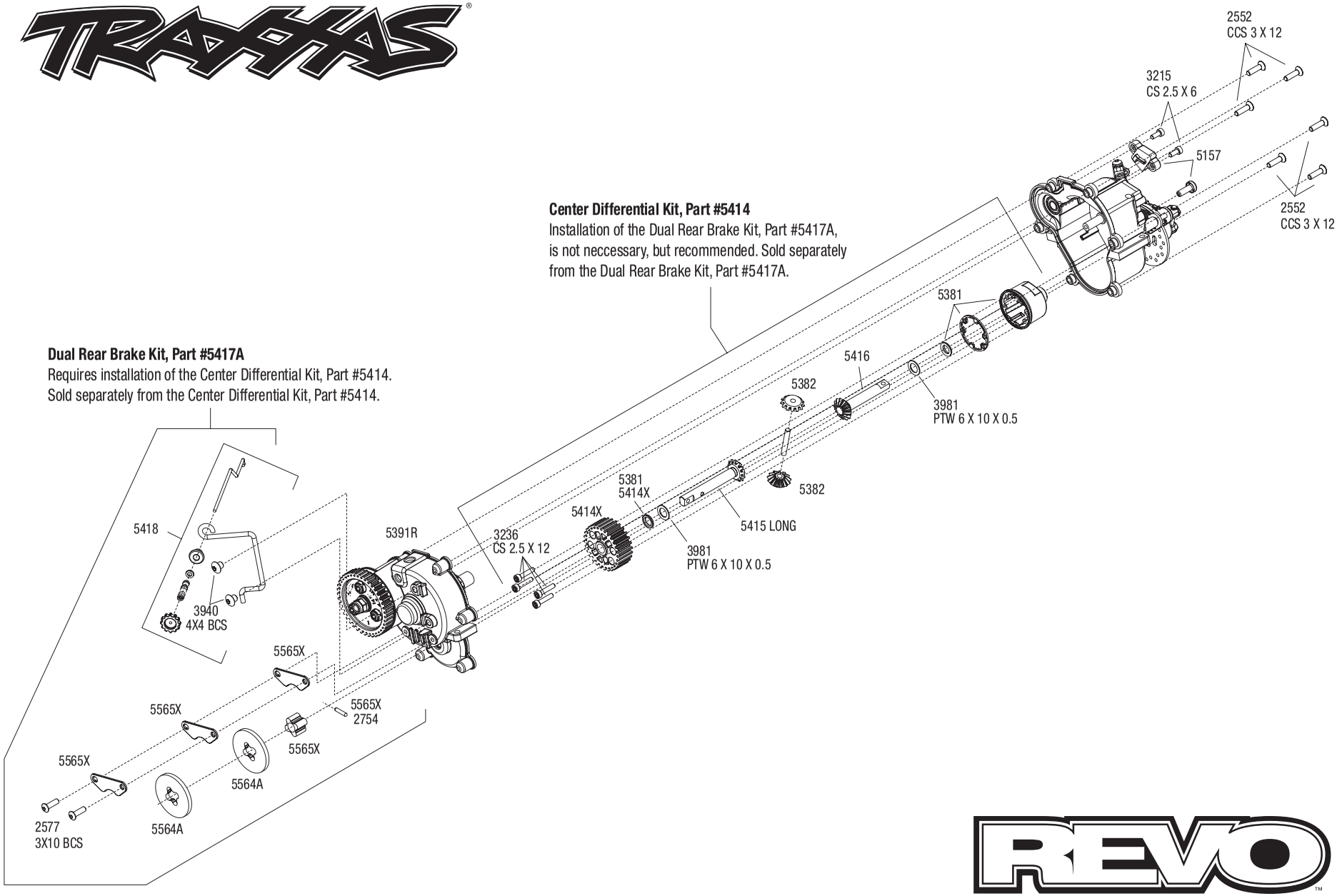
Rear brake set-up tips:



- Adjustment to the rear brake is made by turning the adjustment knob in or out from the lever (just like the front brake) (Fig. O).
- Turn on the transmitter and the receiver, and make sure both brake systems are set to release the brakes when the throttle is at neutral.
- Push back on the trigger to engage the brakes while rolling the truck slowly across the surface. The wheels should begin to lock at the same time. This is the base setting for the brake systems. If the brakes do not engage, then thread the adjustment wheels in toward the brake levers until they actuate the brakes when pushing the trigger forward.
- **Front brake bias** - Setting the front brakes to engage before the rear brakes will create a slight push while entering a corner.
- **Rear brake bias** - Setting the rear brakes to engage before the front brakes will cause the truck to oversteer when entering a corner.
- Use different brake bias settings to tailor the handling characteristics of the truck to suit your driving style in different conditions.
- The dual rear brake is intended for off-road use. It is not intended for repeated brake application on concrete or pavement.

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KC24073-R00 Rev 240718


Center Differential Kit, Part #5414
Installation of the Dual Rear Brake Kit, Part #5417A,
is not neccessary, but recommended. Sold separately
from the Dual Rear Brake Kit, Part #5417A.
Dual Rear Brake Kit, Part #5417A
Requires installation of the Center Differential Kit, Part #5414.
Sold separately from the Center Differential Kit, Part #5414.
2552
CCS 3 X 12
3215
CS 2.5 X 6
5157
2552
CCS 3 X 12
5381
5416
5382
3981
PTW 6 X 10 X 0.5
5381
5414X
5382
5414X
5415 LONG
3981
PTW 6 X 10 X 0.5
5391R
3236
CS 2.5 X 12
5418
3940
4X4 BCS
5565X
5565X
5565X
2754
5565X
5565X
5564A
2577
3X10 BCS
5564A