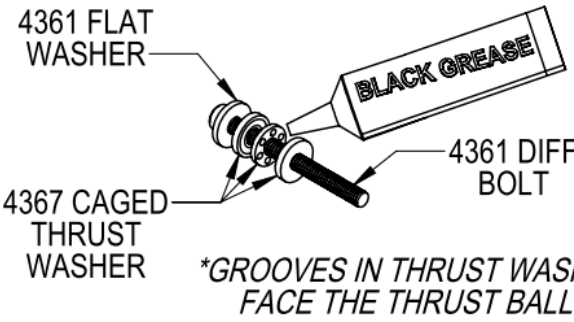
#4459 – 2.6:1 Transmission Conversion for The Outlaw 3

Differential Assembly

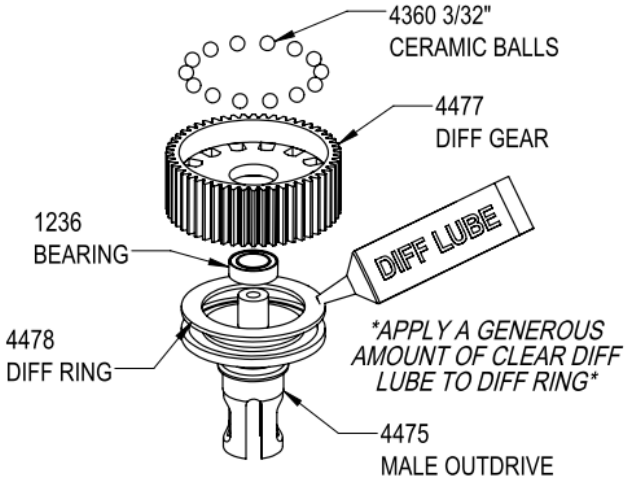
STEP 1 - PREP THE THRUST ASSEMBLY



GROOVES IN THRUST WASHERS FACE THE THRUST BALLS

(SET ASIDE UNTIL STEP 3)

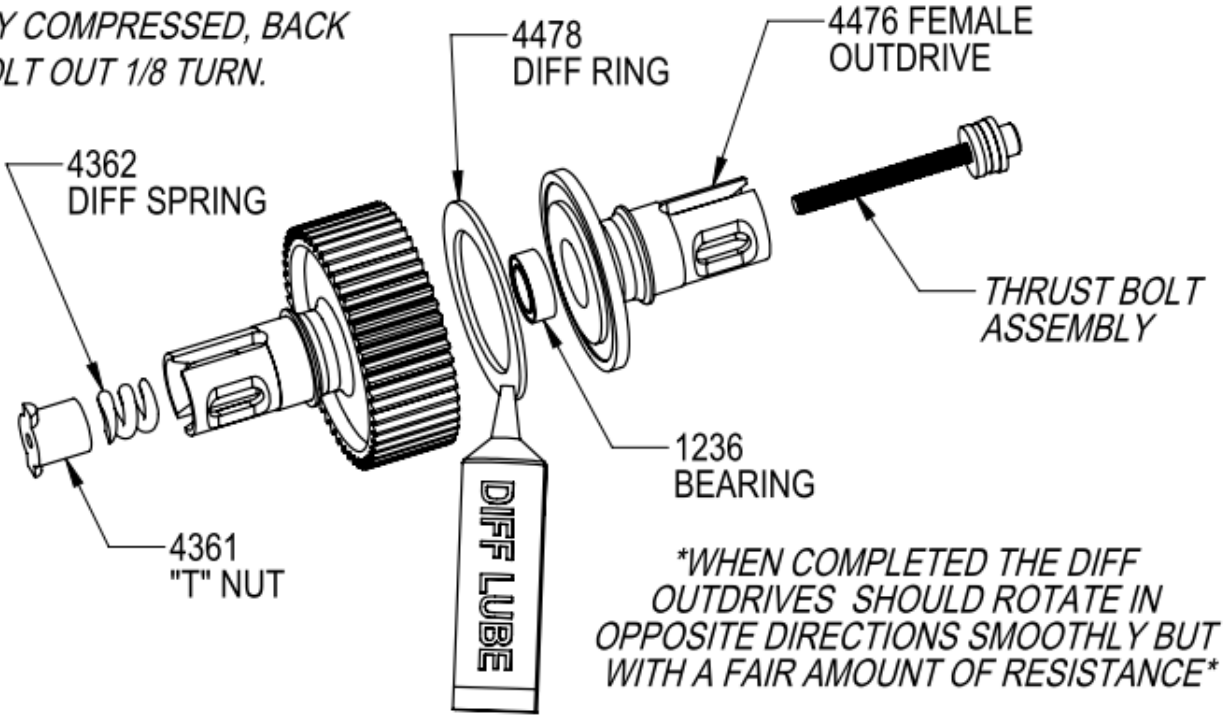
STEP 2 - ASSEMBLE THE MALE DIFF HALF



APPLY A GENEROUS AMOUNT OF CLEAR DIFF LUBE TO DIFF RING

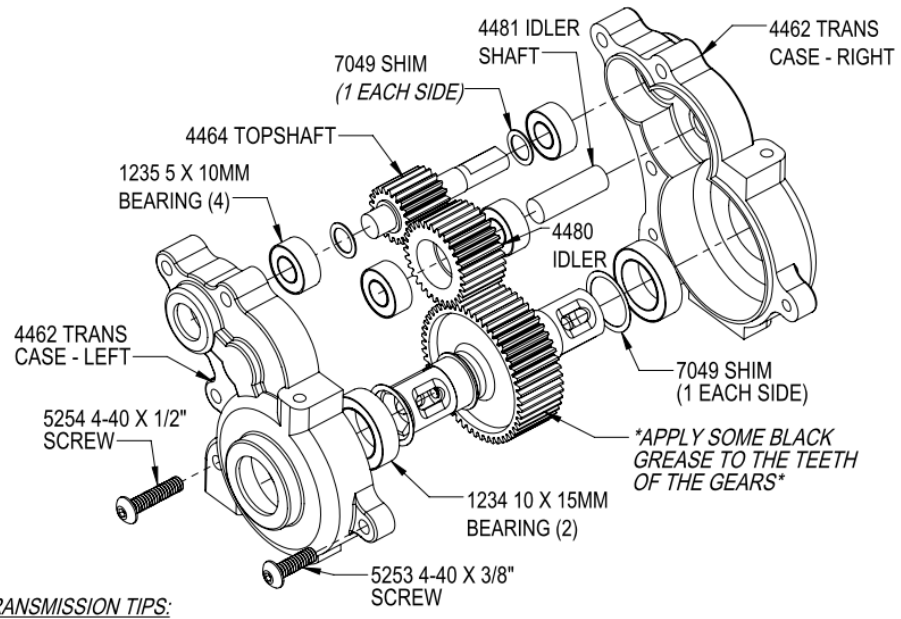
STEP 3 - FINAL DIFF ASSEMBLY

TIGHTEN THE DIFF BOLT INTO THE "T" NUT TO COMPRESS THE SPRING AND SET THE DIFF ACTION. DO NOT OVERTIGHTEN! WHEN THE SPRING FEELS NEARLY COMPRESSED, BACK THE BOLT OUT 1/8 TURN.



WHEN COMPLETED THE DIFF OUTDRIVES SHOULD ROTATE IN OPPOSITE DIRECTIONS SMOOTHLY BUT WITH A FAIR AMOUNT OF RESISTANCE

Transmission Assembly

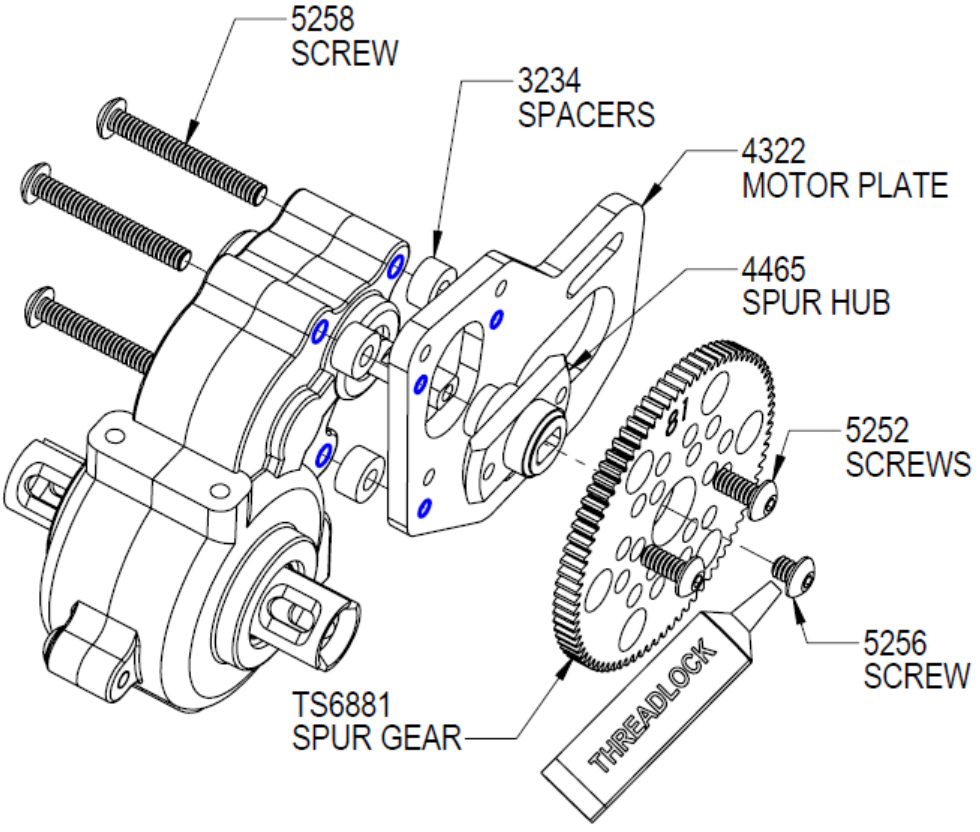


TRANSMISSION TIPS:

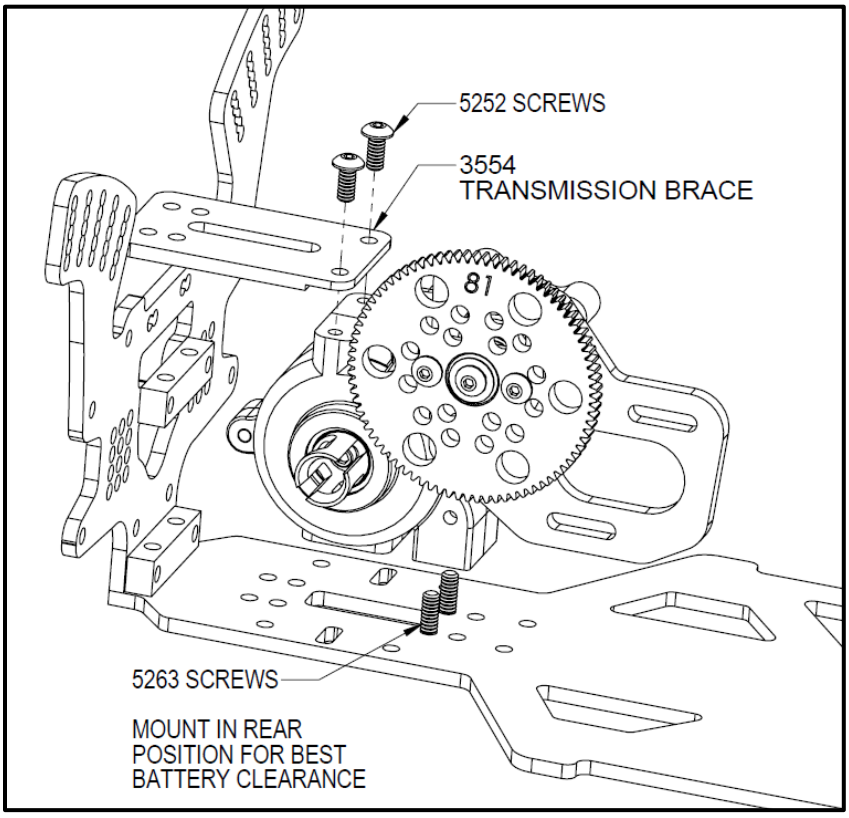
1. *BEARINGS CAN BE SPRAYED OUT WITH MOTOR SPRAY AND THEN OILED WITH A LITE OIL FOR BETTER FREE-SPIN. (WE RECOMMEND LEAVING THE GREASE IN THE WHEEL AND HUB BEARINGS FOR ADDED PROTECTION FROM DIRT.)*
2. *ORIENT THE DIFF SCREW TOWARD THE RIGHT SIDE.*
3. *TRANSMISSION IS 2.6 RATIO REDUCTION.*

TROUBLESHOOTING:

1. *IF THE OUTDRIVES ARE HOT TO THE TOUCH AFTER A RUN, THE DIFF IS SLIPPING AND NEEDS TIGHTENED.*
2. *A MELTED IDLER OR DIFF GEAR IS USUALLY CAUSED BY A BAD BEARING.*
3. *REGULARLY CHECK TRANSMISSION PARTS FOR WEAR AND REPLACE AS NEEDED.*



Attach Transmission to Chassis



Attach motor and pinion gear to the motor plate.

Be sure to use a rollout calculator to determine the correct pinion gear to use. The standard Outlaw 3 transmission is 2.4:1 reduction. **This transmission is 2.6:1 reduction.** So you may need to use a larger pinion to maintain the same rollout.

To substitute a gear diff, use **Team Associated Part# 91703.**

It is recommended to use the newer style Custom Works rear suspension mounts with this transmission. These have additional cutouts to allow clearance with the new gearbox. The older style mounts will still work but may have some clearance issues when using anti-squat or roll center shims.