

DUECE PREDATOR RACE CHASSIS

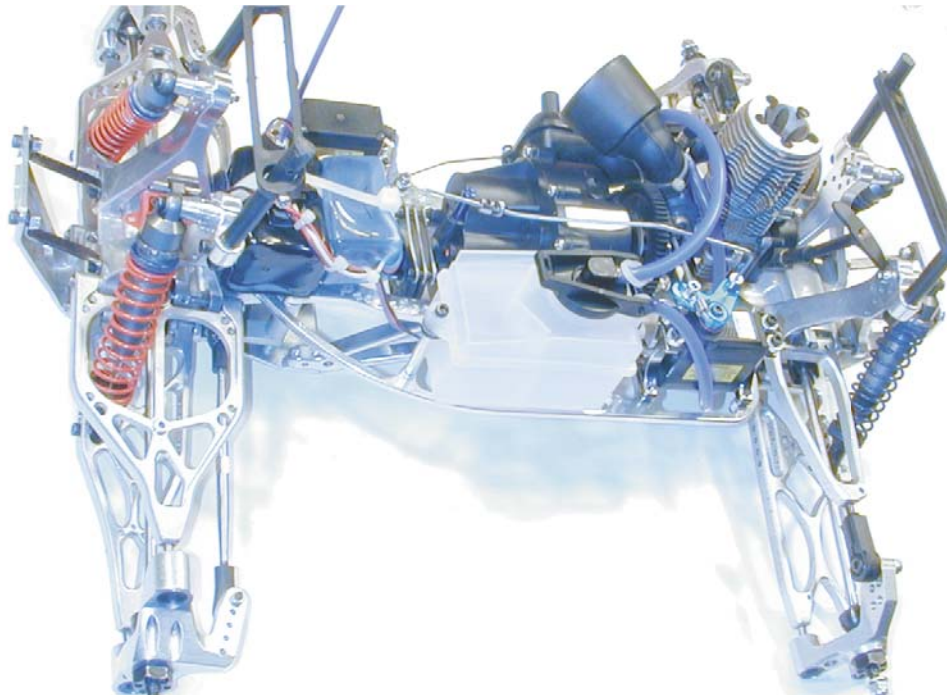
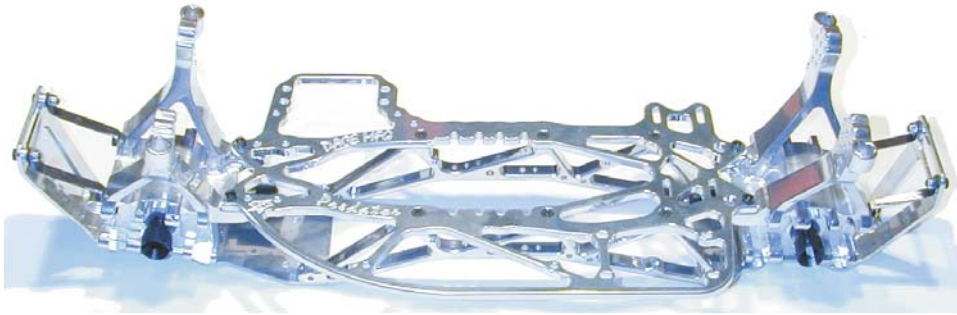


Assembly Instructions



EITHER YOU ARE THE PREDATOR OR YOU ARE THE PREY!

Congratulations on your purchase of The **DUECE PREDATOR RACE CHASSIS**



Serial # _____ (from the outside of the package)

Warranty: Lifetime for manufacturing defects.

Severe abuse policy: 40% off replacement. So if the replacement part is \$10 you pay \$6

Parts MUST be returned to Unlimited, Inc to be eligible for warranty or severe abuse replacement.

Warranty or severe abuse should be sent directly to Unlimited. Sending through point of purchase will only delay the process.

We make every effort for perfection, but there are always some machining marks in any CNC product. If something is unacceptable to you we will happily replace the part(s). You must return the part(s) new and unused to Unlimited, Inc before replacement is shipped.

If something does not go together please don't force it – find out why. If a screw seems too short or doesn't go in easily, get a longer screw or clean out the threads, don't strip the holes or bust off the screw. If you have a hammer in your RC toolbox, put it back in the garage where it belongs. Please use common sense when assembling these kits. Mangled parts will not be covered under warranty just because I didn't tell you not to do something in the instructions –I do try to be as thorough as possible, but I can't possibly think of every single variable that could happen.

I should note, these instructions are **chassis** assembly instructions.

They do not cover basic aspects of T-Maxx, Transmission, differential, Bulkhead, Motor, Electronics, Suspension or Driveshaft instruction.

If you are SCRATCH building a truck you will need to get instruction for the *non-chassis* portion from either Traxxas or the manufacturer of that item.

Qty	Description	Qty	Description
1	Predator Race Chassis Deck	8	FHCS, M3x10, Grade 10.9, Black
2	SuperBraces	8	FHCS, M3x8, Grade 10.9, Black
1	Fuel Tank	8	FHCS, M3x12, Grade 10.9, Black
4	Fuel Tank Standoffs	10	SHCS, M3x12, Grade 12.9, Black
1	Brake Linkage	8	SHCS, M3x10, Grade 12.9, Black
		1	SHCS, M3x20, Grade 12.9, Black
		4	M3 Nylock Nut, Zinc Plated Ste
		12	Flat Washer, M3, Special

1. Disassembly

- 1.1. Disconnect your bulkheads from your chassis, keeping them intact, as you will reattach them when you are done assembling your chassis.
- 1.2. Now you are ready to remove all components from your chassis: motor, transmission, servos fuel tank, battery box, and receiver box. Once you have done this, take the time to clean all your parts. As for the screws you have removed, add them to your collection, we have supplied you with new ones, because the chassis is now thicker then your stock chassis and you will need to use the fasteners we supply.

Note: Now is a good time to service your transmission and differentials. I would recommend a new transmission case if yours is old or the mounting holes show extreme wear, as the case now mounts only to the chassis. Remember to use blue loctite on all alum pieces and all drive cups.

2. Assembly

- 2.1. The first thing you need to do is separate your screws that were supplied with your kit. (See parts list on back page)



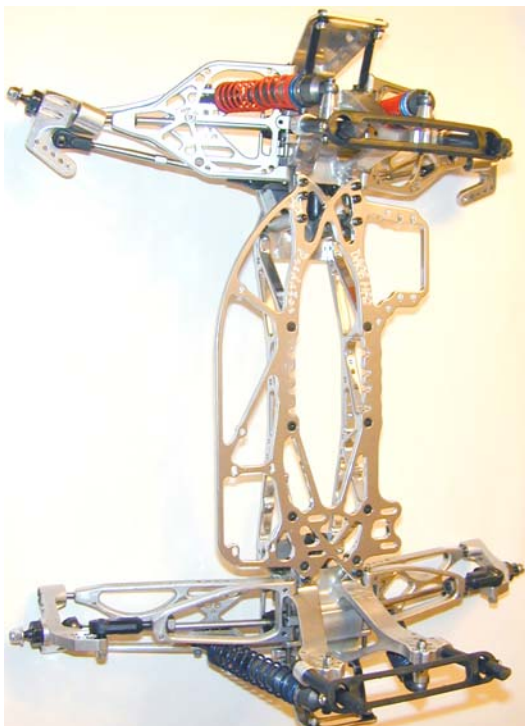
- 2.2. **Attach braces to deck:** Take the M3x12 Flat Head Socket Screws (FHCS) (qty. 6) and attach the chassis braces to the chassis. Make sure to use a small amount of blue loctite.



- 2.3. **Switch Bell crank sides:** The steering servo has been moved to the opposite side from stock. You will need to switch the sides the bell cranks are on in order to use your stock linkage. Attach to Deck using M3x12 Socket Head Cap Screws (SHCS.)



2.4. **Attach Front & Rear end:** Use the screws provided to attach the front end, M3x12 SHCS (qty. 4). The rear uses M3x12 SHCS (qty 2) and M3x 12 FHCS (qty2.)



2.5. **Install Transmission:** There's an easy way and a hard way, here's the easy way:

2.5.1. Put one screw in each of the furthest rearward chassis hole and slip a hex wrench thru the brace to hold it in place.

2.5.2. With the truck upside down sitting on the body posts, hold the trans in one hand and slip the front driveshaft in place.

2.5.3. Now with the front shaft held in place with the trans and pinion drive cup, install the rear shaft.

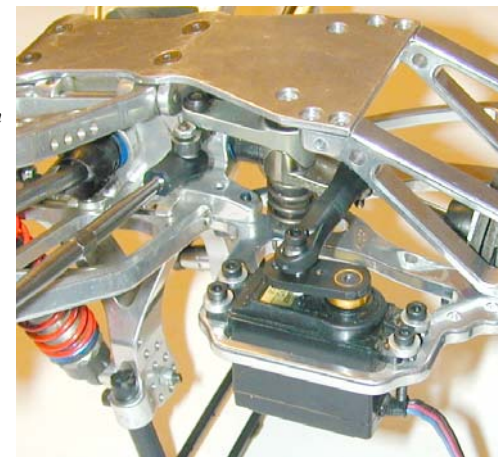
2.5.4. Bring the trans into location and start each of the screws.

2.5.5. Snug it down, install the remaining screws with needle nose pliers and a hex wrench.

2.5.6. Once you have done this tighten your transmission fully.



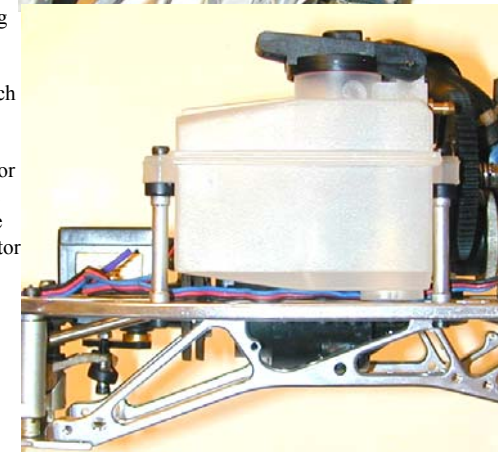
2.6. **Install Steering Servo:** Mount the steering servo on the top of your chassis to make sure your alignment height is correct. Use provided M3x20 (SHCS)(qty 4), 4 washers and 4 3mm nylon locking nuts. (*Do not plug your servo in to your receiver yet!!*)



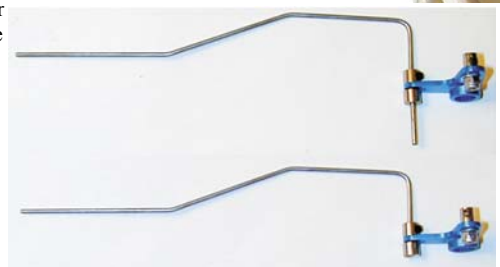
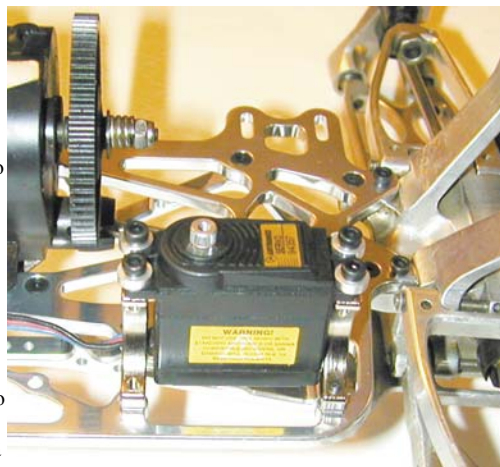
2.7. **Install Motor:** Use the supplied M3x10 SHCS with precision aluminum washers (qty 4.) These washers will make the motor straight by sitting in the relief pockets in bottom of the chassis. Make sure you set the mesh on your motor correctly with the spur gear. Shown here with optional Dace CNC motor mount #DT1017P.



2.8. **Install Fuel Tank:** Mount the fuel tank using the supplied screws. The black plastic spacers need to be in between standoff and chassis for clearance, M3x12 SHCS in this location. Attach the brass fuel inlets to tank. Attach standoff & plastic spacer to the tank using M3x16 SHCS. As for the fuel line; we recommend 6 inches for back pressure line and no more than 10 inches for the tank to carburetor, make sure you route your fuel line away from the motor, as the motor will heat the fuel and cause tuning difficulties.

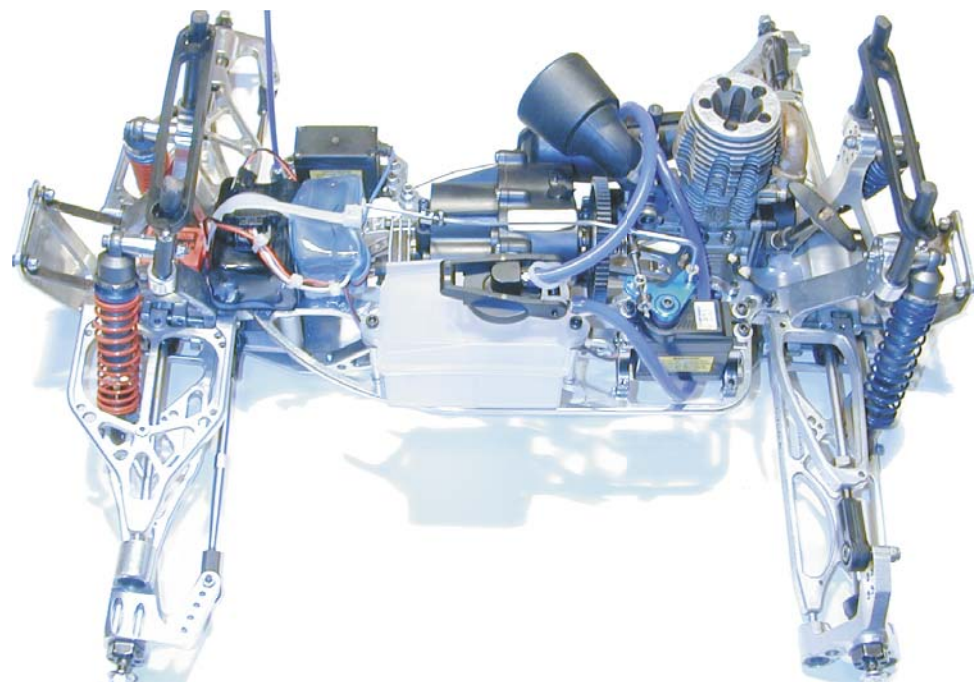


2.9. **Install Throttle / Brake Servo:** Mount the T/B servo to the servo mounts (shown using optional Dace Race mounts #DT13236) using M3x8 SHCS and use the washers on the top of the servo. Now mount the servo to the chassis using the M3x10 SHCS. Note: if using the optional mounts you will need to run your servo wire thru the slot of the front mount. Do not tighten because you need to align your throttle linkage to your motor. You may need to rotate your throttle arm (Traxxas part # 5243) to get a straight pull on your slide carburetor. We have provided you with a new throttle rod. Take your ball cup connector of your old linkage and thread it to the new rod. Keep all your linkage parts handy, as you will need to use most of it to assemble this linkage. You will need to have L shaped servo horn to make this work. There is a new brake linkage rod that we have supplied for you. It is cut long and you may need to do some trimming. **(Do not plug your servo in to your receiver yet!!)**



2.10. **(optional) Mounting the Receiver Box:**

Mount your receiver box to the supplied standoffs. This will mount just above your steering servo. 2 screws to the bottom the other 2 you will need to drill a .125 (1/8 hole thru your receiver box) so you can put the screw right thru the box. (Use a small amount of loctite to hold the radio box on). Now you need to mount the on/off switch. One way is to get MIP receiver tape and mount it to the side of your receiver box. The other way is to get Losi part # A-9415 (XXXNT servo switch mount) it costs about \$4.50. This will mount directly on the screw pattern for the steering servo. As for your switch part # JRPA003 this switch comes with built in charge jack.



2.11. **Battery and Final Adjustments:**

- 2.11.1. We have found mounting the battery to the chassis in between the bulkheads works well; some people have mounted it to back of their shock tower. We use zip ties and Velcro to hold it into place and have been very successful mounting it to the chassis. The zip ties do the bulk of the securing and the Velcro prevents any chaffing with the chassis. Now you need to power up your electronics **(do not have servo horns on your servos at this time)**.
- 2.11.2. Zero out all your trim and have the servos position centered. You may have to reverse your servo direction on your controller; so that it operates in the proper direction.
- 2.11.3. Now you can attach your horns to your servos. Start setting your steering in the straight position (some trim may be needed to accomplish this.)
- 2.11.4. Now you need to set the throttle linkage because there is no resistance with the bell crank gone and you have a straight pull on your slide carburetor. (It doesn't take much to pull the carburetor open.) Take off the air filter and slowly pull the slide carburetor open, you will see that at about half throttle your slide is almost all the way open. Set your trim so that at full throttle it is all the way open. We use a JR 590 and Airtronics 98357 metal servos and they have all the power you need to handle the brakes and throttle in this truck.
- 2.11.5. Check the truck to make sure all the components are tight and you have blue loctite on all screws that are in aluminum and all wires are free from grounding or snagging on moving components. Set your brakes a little loose, what I do is turn the truck on and push it and press the brakes trying to pre-set them to stop.
- 2.11.6. When you take your first run make sure you have enough room around you so that you can make sure brakes work and the throttle operates fine.

DO NOT JUST FIRE IT UP AND GO W.O.T. Take it easy this a new truck. Take time to learn this truck because the handling and jumping have become a lot easier. This truck is a lot lighter than the stock truck, so it has different characteristics when driving. So go out and enjoy your new truck.

Thank you for your support,

Dale Mowery

Owner, Dace Manufacturing

4813 Enterprise Way, unit H

Modesto, CA 95356

www.DaceMfg.com

Sales@DaceMfg.com

Robin Oury

Owner, Unlimited, Inc

500 Dunwoody Drive

Simpsonville, SC 29681

www.UnlimitedEngineering.com

Sales@UEusa.net

