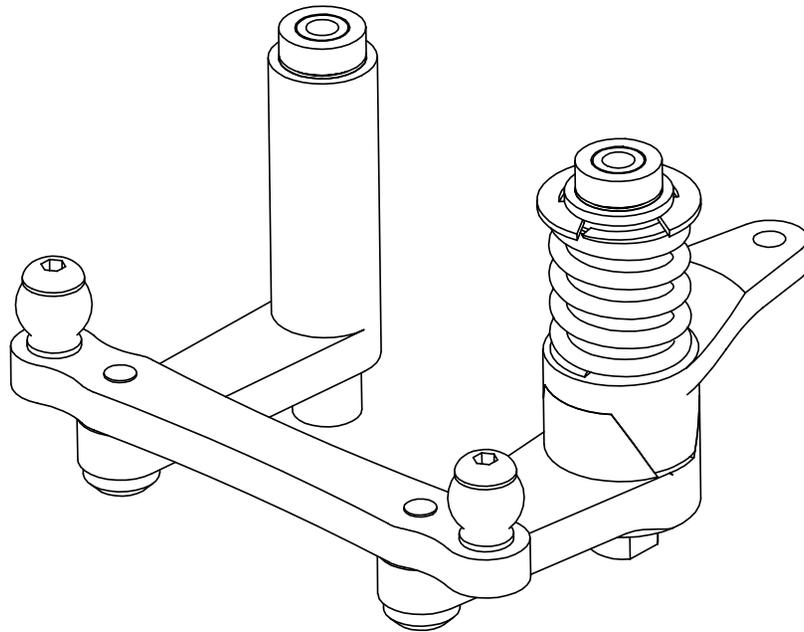


SuperMaxx Servo Saver Kit Instructions

- UNL-SMSS2 Full Servo Saver Kit
- UNL-SMSS3 Saver Only (for use with stock or other aftermarket draglinks and bellcranks)
- UNL-SMSS4 Full Servo Saver Kit



rod end balls and screws shown not included



Warranty:

Lifetime for manufacturing defects.

Severe abuse policy: 30% off replacement. So if the replacement part is \$10 you pay \$7. 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.

This servo saver system has been designed around heavy duty metal gear servos, weaker 'cheep' servos may be overwhelmed by this kit. **We accept no liability for blown servos**, use this kit at your own risk. I will make some weaker springs available for those of you running weaker servos. **Also, highly abrasive grit will change the amount of force necessary for the release mechanism. Sand is especially bad. Clean your saver frequently in these environments. Check that the saver will release often and has not become jammed.**

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.

I would appreciate it if you give me the opportunity to correct any problems before broadcasting them to the world. I am a small company and negative publicity can do a lot of harm. I will do all that is possible to make you happy. E-mail me at MonsterMaxx@att.net

Thank you for choosing Unlimited, Inc and congratulations on purchasing the most robust, finely engineered and highest performing upgrades available for your Maxx.

*Robin Oury
Unlimited, Inc
500 Dunwoody Drive
Simpsonville, SC 29681*

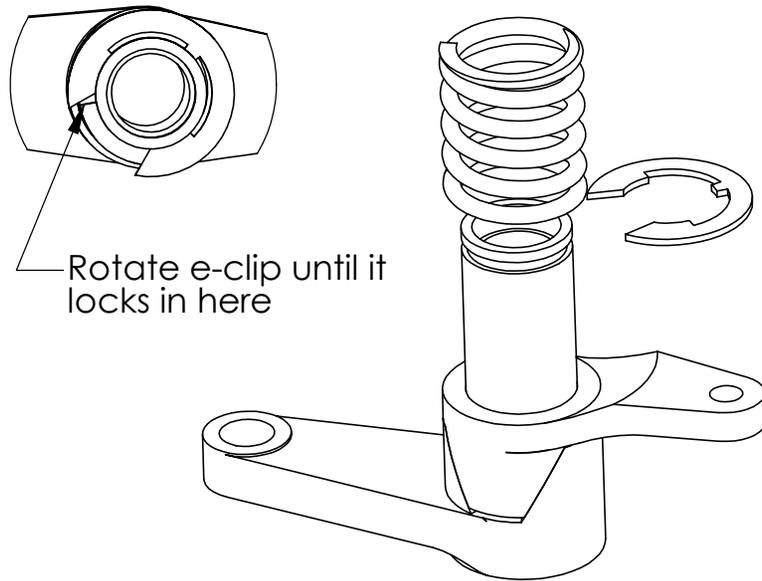
Notes:

Grit and Sand can and will foul the Saver mechanism. These are abrasives and will change the friction, which is how it releases. The Saver needs to be maintained. Oils will only make this worse. Keep the Saver clean. We've experimented with a variety of booties (like balloons and shock sox) but have not found one that doesn't become a collector of the stuff we are trying to keep out. Experiment on your own. Let us know if you find something that works. Meanwhile – keep it clean.

Due to customer request we have included 2 lighter springs. The lightest one is pre-installed, the medium one is the lighter colored spring and the original spring is the heaviest one, which is the darker color (matches the color of the one installed.) I use the heaviest one.

We have also included 2 shims. These may or may not be needed/used to take up any clearance in the mechanism.

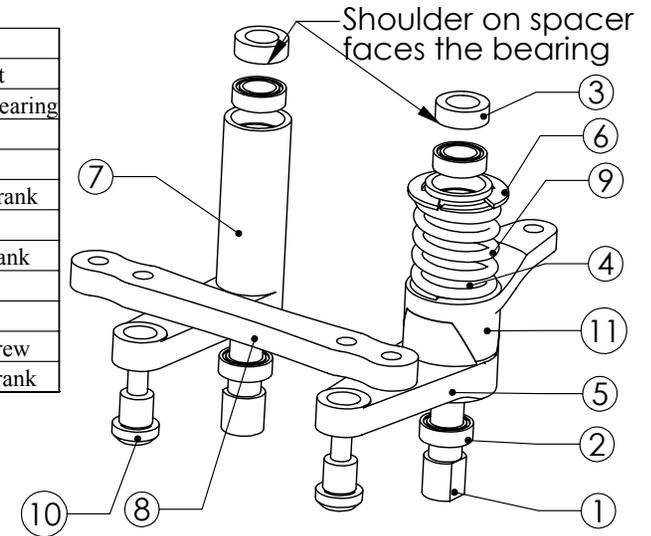
- 1) Begin by removing your front skidplate, the stock bellcranks, servo horn, tie rods, etc and set aside.
- 2) The saver portion of your kit has been pre-assembled, but if you take it apart at some point, reassemble by compressing the spring until you can get the e-clip started, then using needle nose pliers squeeze the e-clip into place, be careful not to damage the bearing area. Rotate the spring or e-clip until the end loop locks into the e-clip.



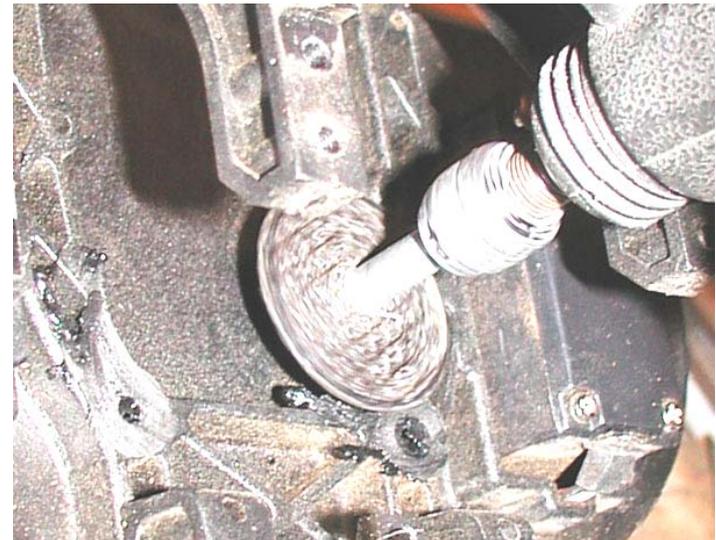
- 3) The drag link has been loosely assembled to guarantee fit. It has **not** been tightened or Loctited and you must do so. Remove the shoulder screws and draglink.

- 4) The complete assembly has been loosely pre-assembled for you. This exploded view shows how it's assembled and will assist in the assembly now.

Item#	Qty	Description
1	2	Steering Post
2	4	M5x8x2.5 Bearing
3	2	Spacer
4	1	Spring Post
5	1	LowerBellCrank
6	1	M10 E-Ring
7	1	Rigid Bellcrank
8	1	DragLink
9	1	Spring
10	2	Shoulder Screw
11	1	Upper Bellcrank



- 5) If you have an E-Maxx you need to cut the molded posts off flush with the molded in framework on the bottom of the chassis. This is easily done with a cutoff wheel on your Dremel or a saw. Make very sure you have a nice smooth flat surface.



6) Assemble Bellcranks to chassis

- a) Assemble the rigid bellcrank assembly and saver bellcrank assembly to the chassis using the stock screws where appropriate. Make absolutely sure the screws you are using are Metric M3x.5. Do not fully tighten yet. **WARNING: Excessive Loctite will drip down into your bearing freezing the system once the Loctite dries.**
- b) Note: the screw in the kit is only there to hold the kit together and may or may not be long enough for your application.
- c) Also do not be too concerned if it looks like the bottom of the saver bellcrank will hit your lower brace, once the skid plate has correctly positioned the lower half there should be room. Of course with all the different manufacturers of braces, someone's may need a little modification.



- 7) You may locate the saver portion of the system on either side of the truck. Normally I assemble it in the stock location, but you can also assemble it the way Steve Ponds did in the March '02 issue of RC Nitro. That is: mount the saver part on the opposite side of the truck and run the linkage across the truck. If running a reverse servo this mounting will be necessary.



- 8) Red Loctite on the Drag link screws. **This is very important do not skip.** When doing final assembly of the drag link you MUST use red Loctite. But remember Loctite is not a lubricant so you only want to get it on the threads. Excessive use of Loctite will bind up your steering and should be avoided at all costs. Use Blue Loctite elsewhere.

- a) Put a drop of red Loctite in the drag link hole from the same orientation you will put the screw in.
 - b) Allow gravity a few moments to do it's job and allow the Loctite to drip in the hole. Now wipe off any excess from the surface.
 - c) Assemble the drag link with the tie rod ends using the screws you removed, making up a sub assembly of the drag link and tie rods.
- 9) Attach draglink to bellcranks.
- a) Use the Loctite procedure described above to prepare the draglink.
 - b) Hold in place and assemble with the shoulder screws. Watch your orientation, the screws come from the bottom, and the draglink sits on the top. Be careful you don't get Loctite between the shoulder screw and the bellcrank.
 - c) Tighten. Don't crank these down so tight you break them, use sense.



10) **STOP. Check for free movement!**

- a) Do not attach the servo or the tie rods to the knuckles yet.
 - b) Check that the servo saver assembly moves freely before attaching anything to it.
 - c) If it does not determine why and correct before going further.
- 11) Now attach the tie rods to the knuckles and again check for free movement. If it binds a bit, partially compress your suspension (some suspension setups bind a bit at full extension.)

- 12) Replace your stock servo saver/horn with a regular rigid horn – your servo probably came with one or you'll have to get one. Attach the linkage to the upper bellcrank with a M3x.5 screw (stock will be fine.)
- 13) **Now test the saver to be sure it releases.** Do this by rotating the servo horn to full swing in one direction (power off). The horn and linkage will be in nearly a straight line. Then cycle the wheels causing the cam-lock to release. Check this each time you go out, grit and sand can and will foul the mechanism and prevent it from releasing. Clean as necessary.



- 14) Adjust your steering etc and go have some fun.

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We have also included 2 shims. These may or may not be needed/used to take up any clearance in the mechanism.

And that's about it folks. If I've missed anything e-mail your suggestions to MonsterMaxx@att.net and I'll add it to the next version of the instructions.

Now check everything over and go have some fun.
After your first run re-check everything carefully.

Thank you for your support,
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