

SuperMaxx WideTrac™ Suspension Kit

Instructions

- UE-WT-ST1 WideTrac™ Stage 1 (4 Steel Hingepins, 2 Aluminum Turnbuckles)
- UE-WT-ST3 WideTrac™ Stage 2 (8 Steel Hingepins, 4 Aluminum Turnbuckles)
- UE-WT-ST3 WideTrac™ Stage 3 (8 Titanium Hingepins, 4 Titanium Turnbuckles)



Serial # _____ (from the outside of the package)

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.

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

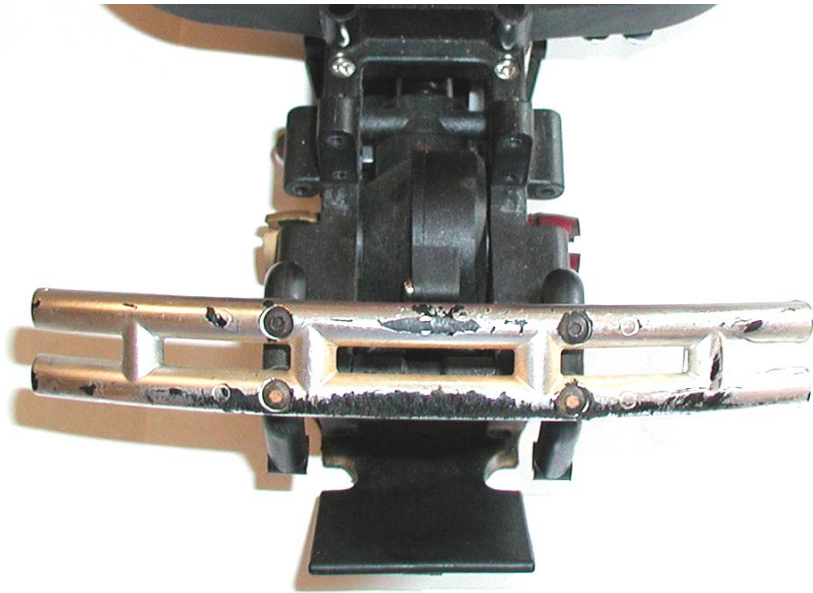
MonsterMaxx@att.net

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*

Item	Qty	Notes
WideTrac Lower Arms	4	
WideTrac Upper Arms	4	
WideTrac Shock Tower	2	
SuperMaxx Shock Standoff	8	
SuperMaxx Body Post Support	4	
Titanium Turnbuckle 102mm	2	Stage 3 WideTrac
Titanium Turnbuckle 112mm	2	Stage 3 WideTrac
Titanium Hingepins	8	Stage 3 WideTrac
Aluminum Turnbuckle 102mm	2	Stage 2 WideTrac
Aluminum Turnbuckle 112mm	2	Stage 1&2 WideTrac
Steel Hingepins for Upper Arms	4	Stage 1&2 WideTrac
Steel HingePins for Lower Arms	4	Stage 2 WideTrac
M3x45 SHCS	4	Shock Standoff
M3 Nyloc Nut	4	Shock Standoff
M3x14 SHCS	16	Shock Tower & Body Post Support
M3x16 SHCS	8	Shock to Lower Arm
M3.3 Drill Bit	1	Modify TRX Rod ends
M5x6 SHSS	8	Pillow Ball Jam Set Screw
M2.5 Ball Nosed L-Key	1	

1. **Disassemble.** Begin by removing the arms and shock towers.



2. **Prepare suspension Arms.**

- a. First install the hinge pin. There may be a burr left from finishing that needs to be removed. Do this by installing the hinge pin and tapping into the hole.
- b. Set screws jam the pillow balls in place. They are difficult to get in from the back side, though I can often it, but it's a little tricky, be careful not to cross thread.
- c. Start the set screw in the arm backwards so that the allen wrench will come in from the back side.
- d. Now screw the set screw as far in as you can with your fingers.
- e. With the short side of the allen wrench keep turning the set screw. Soon you will be able to reach it with the ball end of the wrench. Keep going until the set screw is sticking out the back of the arm a bit



3. **Now attach the lower and upper arms.**

- a. Due to so much variation in bulkheads (stock and aftermarket) you may need to do a little fitting. Do this by filing or dremeling the edges of the bulkhead.
- b. Lower arms must have the cutout facing down. Stage 1 kit did not include lower hinge pins you can use your stock screw type pins.
- c. The upper arm may have the cutout facing up or down – it does not matter – your choice.
- d. Stage 2 & 3 kits includes the full titanium hinge pin set. The middle length pin with the double groove will go in the front bulkhead. The double groove goes in the front. The reason for the double groove is that some aftermarket bulkhead manufacturers do not follow the standards set by Traxxas and use the same length pin front and rear. If your front bulkhead falls into this category, simply cut off the remainder.
- e. Work with the arms until they will fall under their own weight, some slight drag is acceptable and will go away in your first few runs.
- f. Do not install the e-clips yet.

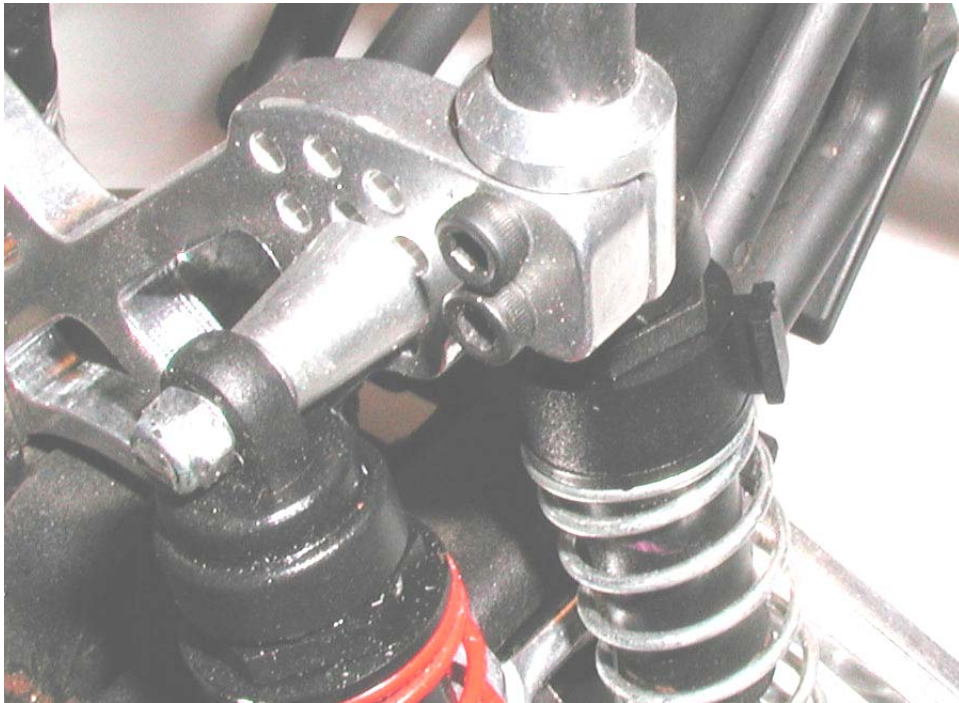
4. **Attach the shock towers**

- a. Use the included M3x14 SHCS. Warning: Some aftermarket manufacturers have used 4-40 tapped holes in the bulkhead and you will need 4-40 screws. If this is the case you will need to get the appropriate screws for this bulkhead.
- b. If you want to keep the exact same body post spacing you will need to have the pockets in the towers for body posts facing the same direction.

5. **Install the shocks and body posts.**

- a. You will probably want to change your shock oil. With the pistons that come in your stock shocks you will probably be happy with 80wt oil. Depending on what shock mounting positions you use and how heavy your truck is, you may want to change out one of your springs for something stiffer. We've found that a stiffer spring and no pre-load will make your truck handle better. If you are using

- aftermarket shocks like the Associated you will need a 5mm drill bit to open up the top hole to fit the standoff.
- b. Use the M3x45 SHCS and a pair of the shock standoffs per shock pair. If you choose you can trim off the excess screw as shown.
 - c. Use the M3x16 to attach the shocks to the lower arms.
 - d. We recommend Tower #3 and Arm #4 for your first run as shown on page 1.
 - e. Install the body posts and body post supports with the included M3x14 SHCS as shown. The spacing of your body posts is slightly smaller than the minimum spacing between the SHCS, you will need to slightly elongate the bottom hole.



6. **Install the knuckles.** Put a little BLUE Loctite on the pillowball's thread and install into arms. The lower arm should have the thread flush with the end of the arm. The upper arm should have 1-2 threads exposed. This will give you approximately -1° of camber.
 - a. A special note to CVDS owners: be sure there is a little end play on the axle in the full range of the suspension's travel. Binding will quickly destroy the CVDS.
7. **Prepare the turnbuckles.**

- a. **Removing the bumpsteer** (optional). The Maxx's front suspension design has some bump steer. This is where you compress or extend the front suspension and the toe changes. We've figured out how to eliminate this. This modification is not mandatory.
 - i. Grind the 4 balls in the front rod ends down a little bit. Easily done by chucking the ball in your drill and touching the face to a grinder. There's not a lot of room to do this. Only remove the bottom flange of the ball. Make 4 balls like this.
 - ii. When you install these modified balls, one should face up and the other face down.



- iii. You will also need to chamfer the corners of the drag link and knuckle arm to allow full travel.
- iv. When you install the balls the ground side should be against the drag link or knuckle.



- b. Depending on which kit you have purchased there are some differences
- c. If your kit only came with rear turnbuckles you will need to reuse your stock rear turnbuckles in the front.
- d. To assemble the 4mm turnbuckles in the stock rod ends begin by drilling them with the included 3.4mm drill bit.
- e. Then assemble the turnbuckles as you would any turnbuckle. These have a right hand thread on one end and a left hand thread on the other. The little groove on the hex indicates the RH thread end.
- f. Lengths between the rod ends: Front 91mm rear 99mm.
- g. Attach turnbuckles with stock screws.



Pic shows shock attached to arm #3, we recommend arm #1 for your first runs.

8. Repeat for rear suspension.
9. **Install e-clips now.**
10. Put the wheels back on, adjust caster to -1° set your tow to 0°
11. **Tighten the pillow ball jam set screws.**

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.

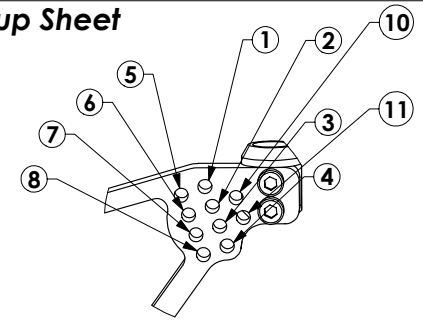
Now check everything over and go have some fun.
After your first run re-check everything carefully.

Thank you for your support,
Robin Oury
President
Unlimited, Inc
500 Dunwoody Drive
Simpsonville, SC 29681
www.UnlimitedEngineering.com
MonsterMaxx@att.net

SuperMaxx Set-up Sheet

DATE: _____
TRACK: _____
CONDITIONS: _____

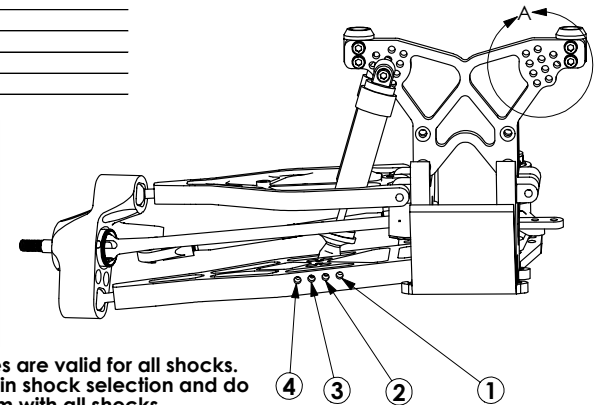
	Front	Rear
Ride Height		
Toe		
Normal		
Camber		
Normal		
Shocks		
Piston		
Oil		
Spring		
Preload Height		
Limiters		
Shock Tower Hole #		
Lower Arm Hole #		



DETAIL A

Position #1 is the same location as the stock TRX towers
Position #3 is the default positions
Position #s 10 & 11 cannot be used without modifying
or eliminating the body post support

Tires	
Wheels	
Engine	
Glow Plug	
Engine Temp	
Fuel Type	
Spur/Clutch bell	



NOTE: Not all combinations of holes are valid for all shocks. These holes are there for flexibility in shock selection and do not indicate that you may use them with all shocks. For example: using the stock length shocks Tower #3 & Arm #1 is not a valid combination. The best advise is to use your rod ends as your guide. These are the limiting factor in suspension movement. At maximum extension or compression they may bend a bit but should not bind up.

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE MILLIMETERS [INCHES]			APPROVALS	DATE	UNLIMITED INC
DECIMAL PLACES	MILLIMETERS +/-	INCHES +/-	DRAWN	RFO	
X	.5	.15	CHECKED	n/a	xx/xx/xx
.XX	.01	.04	RESP ENG	n/a	xx/xx/xx
.XXX		.004	MFG ENG	n/a	xx/xx/xx
.XXXX		.0004	QUAL ENG	n/a	xx/xx/xx
FRACTIONS +/- 1/32			MATERIAL:		REV.
ANGLES +/- 1°			HEAT TREATMENT:		
THIRD ANGLE PROJECTION			FINISH:		A
MANUFACTURING IS RESTRICTED TO ALPHA (A,B,C,...) RELEASES ONLY			DRAWING SIZE		
			SCALE		
			SHEET		
			PART CAD FILE:		T-Maxx set up
			DRAWING CAD FILE:		T-Maxx set up

Set-up sheet shown is for the EXT Suspension, though the WideTrac's shock mounting holes are the same and notes are accurate.

Unlimited, Inc
500 Dunwoody Drive
Simpsonville, SC 29681