MODEL 56076-4



SUMMIT

TRAXXAS®

OWNER'S MANUAL

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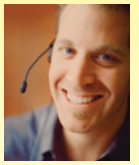
Thank you for purchasing the new Traxxas Summit electric monster truck. The Summit is the most advanced electric monster truck ever created, with multi-terrain capabilities that far exceed those of any other monster truck. Designed from the start to optimize the advantages of electric power, Summit builds on the success and innovation of the E-Revo racing monster truck with the first-ever remote-locking differentials and transmitter-operated high-low transmission for total mastery of any terrain without compromising speed or handling.

This manual contains the instructions you will need to operate and maintain your model so that you can enjoy it for years to come. We want you to feel confident that you own one of the best-performing models in the market and that it is backed by a team of professionals who aim to provide the highest level of factory support possible. Traxxas models are about experiencing total performance and satisfaction, not just with your model, but also with the company that stands behind it.

We know you're excited about getting your new model on the road, but it's very important that you take some time to read through the Owner's Manual. This manual contains all the necessary setup and operating procedures that allow you to unlock the performance and potential that Traxxas engineers designed into your model. **Even if you are an experienced R/C enthusiast, it's important to read and follow the procedures in this manual.**

Thank you again for going with Traxxas. We work hard every day to assure you the highest level of customer satisfaction possible. We truly want you to enjoy your new model!

Traxxas Support



Traxxas support is with you every step of the way. Refer to the next page to find out how to contact us and what your support options are.

Quick Start

This manual is designed with a Quick Start path that outlines the necessary procedures to get your model up and running in the shortest time possible. If you are an experienced R/C enthusiast, you will find it helpful and fast. Be sure and read through the rest of the manual to learn about important safety, maintenance, and adjustment procedures. Turn to page 8 to begin.

REGISTERING YOUR MODEL

In order to serve you better as our customer, please register your product within 10 days of your purchase online at Traxxas.com/register.

Traxxas.com/register

FCC Compliance

This device contains a module that complies with the limits for a Class B digital device as described in part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

The limits for a Class B digital device are designed to provide reasonable protection against harmful interference in residential settings. This product generates, uses and can radiate radio frequency energy, and, if not operated in accordance with the instructions, may cause harmful interference to radio communications. The user is cautioned that changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Canada, Industry Canada (IC)

This Class B digital apparatus complies with Canadian ICES-003 and RSS-210. This device complies with Industry Canada license exempt RSS standard(s). Operation is subject to the following two conditions: This device may not cause interference, and This device must accept any interference, including interference that may cause undesired operation of the device.

Radio Frequency (RF) Exposure Statement

This equipment complies with radio frequency exposure limits set forth by FCC and Industry Canada for an uncontrolled environment. This equipment should be installed and operated with a minimum distance of 20 centimeters between the radiator and your body or bystanders and must not be co-located or operating in conjunction with any other antenna or transmitter.

Carefully read and follow all instructions in this and any accompanying materials to prevent serious damage to your model. Failure to follow these instructions will be considered abuse and/or neglect.

Before running your model, look over this entire manual and examine the model carefully. If for some reason you decide it is not what you wanted, then do not continue any further. **Your hobby dealer absolutely cannot accept a model for return or exchange after it has been run.**

Warnings, Helpful Hints, & Cross-References

Throughout this manual, you'll notice warnings and helpful hints identified by the icons below. Be sure to read them!


An important warning about personal safety or avoiding damage to your model and related components.


Special advice from Traxxas to make things easier and more fun.


Refers you to a page with a related topic.

SUPPORT

If you have any questions about your model or its operation, call the Traxxas Technical Support Line toll-free at:
1-888-TRAXXAS (1-888-872-9927)*

Technical support is available Monday through Friday from 8:30am to 9:00pm central time. Technical assistance is also available at Traxxas.com. You may also e-mail customer support with your question at support@Traxxas.com. Join thousands of registered members in our online community at Traxxas.com.

Traxxas offers a full-service, on-site repair facility to handle any of your Traxxas service needs. Maintenance and replacement parts may be purchased directly from Traxxas by phone or online at BuyTraxxas.com. You can save time, along with shipping and handling costs, by purchasing replacement parts from your local dealer.

Do not hesitate to contact us with any of your product support needs. We want you to be thoroughly satisfied with your new model!

*Toll-free support is available to U.S. residents only.

Traxxas
6250 Traxxas Way
McKinney, Texas 75070
Phone: 972-549-3000
Toll-free 1-888-TRAXXAS

Internet
Traxxas.com
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All instructions and precautions outlined in this manual should be strictly followed to ensure safe operation of your model.

This model is not intended for use by children under 14 years of age without the supervision of a responsible and knowledgeable adult.



Previous experience with radio controlled models is recommended. Models require a higher level of setup, maintenance, or support equipment.

All of us at Traxxas want you to safely enjoy your new model. Operate your model sensibly and with care, and it will be exciting, safe, and fun for you and those around you. Failure to operate your model in a safe and responsible manner may result in property damage and serious injury. The precautions outlined in this manual should be strictly followed to help ensure safe operation. You alone must see that the instructions are followed and the precautions are adhered to.

Important Points to Remember

- Your model is not intended for use on public roads or congested areas where its operation can conflict with or disrupt pedestrian or vehicular traffic.
- Never, under any circumstances, operate the model in crowds of people. Your model is very fast and could cause injury if allowed to collide with anyone.
- Because your model is controlled by radio, it is subject to radio interference from many sources that are beyond your control. Since radio interference can cause momentary losses of radio control, always allow a safety margin in all directions around the model in order to prevent collisions.
- The motor, battery, and speed control can become hot during use. Be careful to avoid getting burned.
- Don't operate your model at night, or anytime your line of sight to the model may be obstructed or impaired in any way.
- **Most importantly, use good common sense at all times.**

Batteries and Battery Charging

Your model uses rechargeable batteries that must be handled with care for safety and long battery life. Make sure to read and follow all instructions and precautions for charging and maintaining the batteries. It is your responsibility to charge and care for the battery packs properly. In addition to your battery and charger instructions, here are some more tips to keep in mind.

- Do not charge batteries inside of an automobile. Do not charge batteries while driving in an automobile.
- Never charge batteries on wood, cloth, carpet or on any other flammable material.
- Do not operate the charger in a cluttered space, or place objects on top of the charger or battery.
- If a battery gets hot to the touch during the charging process (temperature greater than 140°F / 60°C), disconnect the battery from the charger and discontinue charging immediately.
- Always store battery packs safely out of the reach of children and pets.
- Do not short-circuit the battery pack. This may cause burns and severe damage to the battery pack and create the risk of fire.
- Do not expose the charger to water or moisture.
- Do not disassemble the charger.
- Never leave batteries to charge unattended.
- Remove the battery from the model while charging.
- Always unplug the battery from the electronic speed control when the model is not in use and when it is being stored or transported.
- Allow the battery pack to cool off between runs (before charging).
- Children should have responsible adult supervision when charging and handling batteries.
- Do not use battery packs that have been damaged in any way.
- Do not use battery packs that have damaged wiring, exposed wiring, or a damaged connector.
- Do not burn or puncture the batteries. Toxic materials could be released. If eye or skin contact occurs, flush with water.
- Store the battery pack in a dry location, away from heat sources and direct sunlight.
- Nickel Metal Hydride batteries must be recycled or disposed of properly.

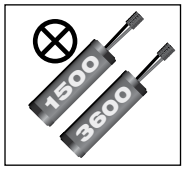
Recycling Your Traxxas Power Cell NiMH Battery

Traxxas strongly encourages you to recycle your Power Cell NiMH battery when it has reached the end of its useful life. **Do not throw your battery in the trash**. All Power Cell NiMH battery packs display the RBRC (Rechargeable Battery Recycling Corporation) icon, indicating they are recyclable. To find a recycling center near you, ask your local hobby dealer or visit www.call2recycle.org.

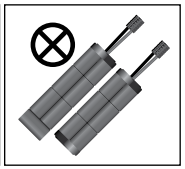
Speed Control

Your model's electronic speed control (ESC) is an extremely powerful electronic device capable of delivering high current. Please closely follow these precautions to prevent damage to the speed control or other components.

- Always adhere to the minimum and maximum limitations of the speed control as stated in the specifications on page 16. If your ESC operates on two batteries, do not mix battery types and capacities. Use the same voltage and capacity for both batteries. Using mismatched battery packs could damage the batteries and electronic speed control.



Do not mix battery capacities. Use two batteries with the same capacity.


Do not use a 6-cell 7.2V battery in combination with a 7-cell battery 8.4V pack.

- **Disconnect the Battery:** Always disconnect the battery or batteries from the speed control when not in use.
- Insulate the Wires: Always insulate exposed wiring with heat shrink tubing to prevent short circuits.
- **Transmitter on First:** Switch on your transmitter first before switching on the speed control to prevent runaways and erratic performance.
- **Do not remove the heat sinks from the ESC.** Three heat sinks are factory-installed on the speed control and must be used for maximum cooling and performance.
- **Don't Get Burned:** The ESC and motor can become extremely hot during use, so be careful not to touch them until they cool. Supply adequate airflow for cooling.
- **Use the Factory-Installed Stock Connectors:** Do not change the battery and motor connectors. Improper wiring can cause fire or damage to the ESC. Please note that modified speed controls can be subject to a rewiring fee when returned for service.
- **No Reverse Voltage:** The ESC is not protected against reverse polarity voltage.
- **No Schottky Diodes:** External Schottky diodes are not compatible with reversing speed controls. Using a Schottky diode with your Traxxas speed control will damage the ESC and void the 30-day warranty.

LiPo Batteries

Lithium Polymer (LiPo) batteries are becoming popular for use in R/C models due to their compact size, high energy density, and high-current output. However, these types of batteries require special care and handling procedures for long life and safe operation. **WARNING: LiPo batteries are intended only for advanced users that are educated on the risks associated with LiPo battery use. Traxxas does not recommend that anyone under the age of 14 use or handle LiPo battery packs without the supervision of a knowledgeable and responsible adult.**

Your model is able to use LiPo batteries with nominal voltage not to exceed 7.4 volts (2S packs). LiPo batteries have a minimum safe discharge voltage threshold that should not be exceeded. The EVX-2 electronic speed control is equipped with built-in Low-Voltage Detection that alerts the driver when LiPo batteries have reached their minimum voltage (discharge) threshold. **It is the driver's responsibility to stop immediately to prevent the battery pack from being discharged below its safe minimum threshold.**

Low-Voltage Detection on the speed control is just one part of a comprehensive plan for safe LiPo battery use. **It is critical for you, the user, to follow all other instructions supplied by the battery manufacturer and the charger manufacturer for proper charging, use, and storage of LiPo batteries. Make sure you understand how to use your LiPo batteries.** Be aware that Traxxas shall not be liable for any special, indirect, incidental, or consequential damages arising out of the installation and/or use of LiPo batteries in Traxxas models. **If you have questions about LiPo battery usage, please consult with your local hobby dealer or contact the battery manufacturer.** As a reminder, all batteries should be recycled at the end of their useful life.

For more information on batteries, see *Use the Right Batteries* on page 11.

Recommended Equipment
These items are not required for the operation of your model, but are a good idea to include in any R/C toolbox:
- Safety glasses
- Traxxas Ultra Premium Tire Glue, Part #6468 (CA glue)
- Hobby knife
- Side cutters and/or needle nose pliers
- Phillips screwdriver
- Soldering iron

Your model comes with a set of specialty metric tools. You'll need to purchase other items, available from your hobby dealer, to operate and maintain your model.

Supplied Tools and Equipment



Shock wrench



5mm turnbuckle wrench



Suspension multi-tool



4-way wrench



Antenna nut wrench



Universal wrench



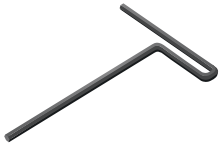
17mm wheel wrench



2.0mm "T" wrench



3.0mm "L" wrench



2.5mm "T" wrench



Battery Retainers



Body clips

Required Equipment *(not included)*



4 AA alkaline batteries



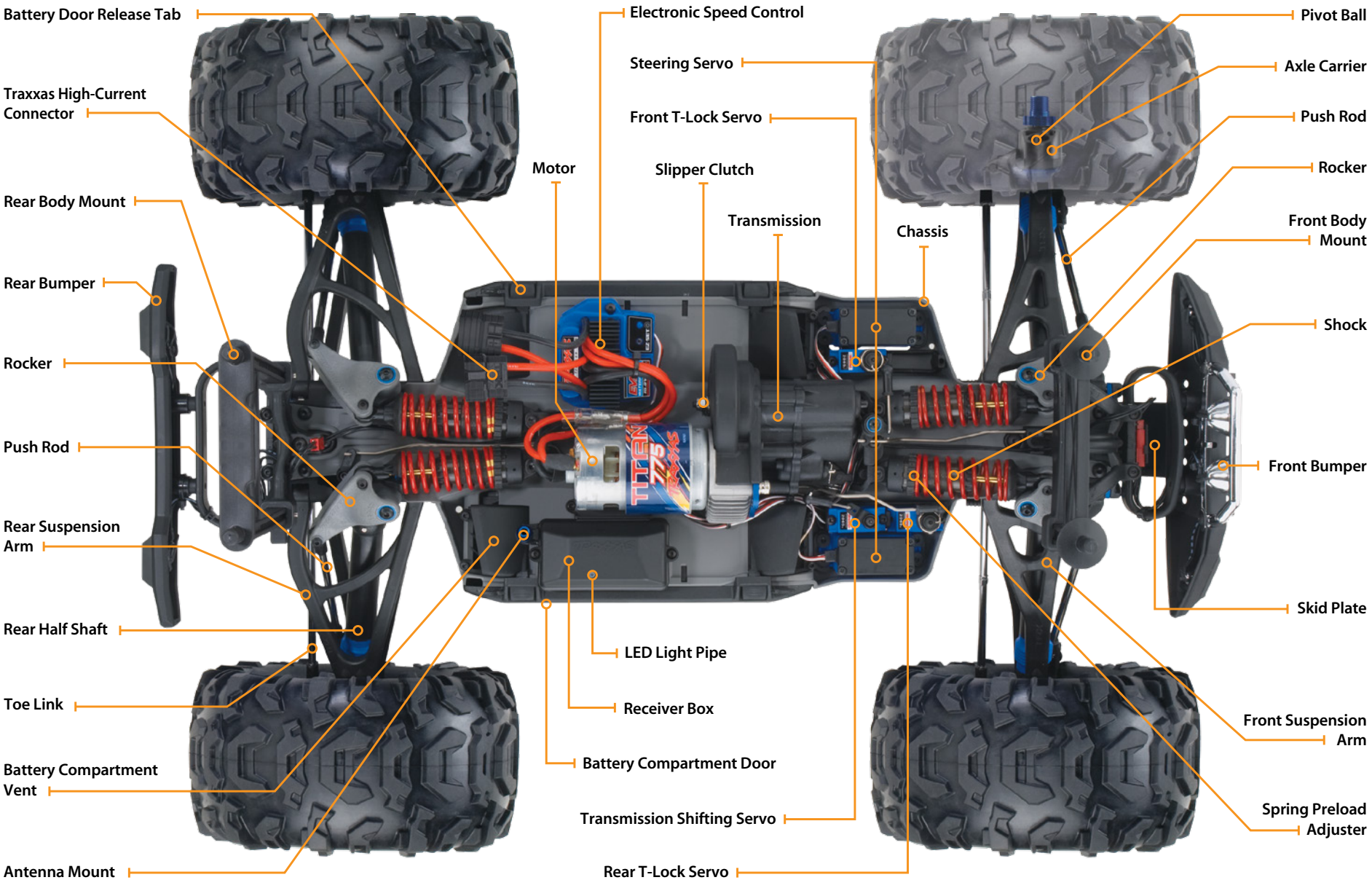
Two 7-cell NiMH battery packs or two 2S LiPo battery packs with Traxxas High-Current Connectors



EZ-Peak™ Dual (part #2972)

Battery charger

**Battery and charger style are subject to change and may vary from images.*


Battery Door Release Tab
Traxxas High-Current Connector
Rear Body Mount
Rear Bumper
Rocker
Push Rod
Rear Suspension Arm
Rear Half Shaft
Toe Link
Battery Compartment Vent
Antenna Mount
Motor
Electronic Speed Control
Steering Servo
Front T-Lock Servo
Slipper Clutch
Transmission
Chassis
LED Light Pipe
Receiver Box
Battery Compartment Door
Transmission Shifting Servo
Rear T-Lock Servo
Pivot Ball
Axle Carrier
Push Rod
Rocker
Front Body Mount
Shock
Front Bumper
Skid Plate
Front Suspension Arm
Spring Preload Adjuster

The Quick Start Guide is not intended to replace the full operating instructions available in this manual. Please read this entire manual for complete instructions on the proper use and maintenance of your model.

Look for the Quick Start logo at the bottom of Quick Start pages.

The following guide is an overview of the procedures for getting your model running. Look for the Quick Start logo on the bottom corners of Quick Start pages.

1. Read the safety precautions on page 4

For your own safety, understand where carelessness and misuse could lead to personal injury.

2. Install batteries in the transmitter • See page 11

The transmitter requires 4 AA alkaline batteries (sold separately).

3. Charge the battery packs • See page 11

Your model requires two battery packs and a compatible battery charger (not included). Never use a NiMH or NiCad charger to charge LiPo batteries.

4. Install battery packs in the model • See page 11

Your model requires two fully charged battery packs (not included).

5. Turn on the radio system • See page 13

Make a habit of turning the transmitter on first and off last.

6. Check servo operation • See page 14

Make sure the steering servos are working correctly.

7. Range test the radio system • See page 14

Follow this procedure to make sure your radio system works properly at a distance and that there is no interference from outside sources.

8. Detail your model • See page 9

Apply other decals if desired.

9. Drive your model • See page 18

Driving tips and adjustments for your model.

10. Maintaining your model • See page 27

Follow these critical steps to maintain the performance of your model and keep it in excellent running condition.

INTRODUCTION

Your model includes the latest Traxxas TQi 2.4GHz transmitter with Traxxas Link™ Model Memory. The transmitter's easy-to-use design provides instant driving fun for new R/C enthusiasts, and also offers a full complement of pro-level tuning features for advanced users – or anyone interested in experimenting with the performance of their model. The steering and throttle channels feature adjustable Exponential, End Points, and Sub-Trims. Steering and braking Dual-Rate are also available. Many of the next-level features are controlled by the Multi-Function knob, which can be programmed to control a variety of functions. The detailed instructions (page 28) and Menu Tree (page 30) included in this manual will help you understand and operate the advanced functions of the new TQi radio system. For additional information and how-to videos, visit Traxxas.com.

RADIO AND POWER SYSTEM TERMINOLOGY

Please take a moment to familiarize yourself with these radio and power system terms. They will be used throughout this manual. A detailed explanation of the advanced terminology and features of your new radio system begins on page 28.

BEC (Battery Eliminator Circuit) - The BEC can either be in the receiver or in the ESC. This circuit allows the receiver and servos to be powered by the main battery pack in an electric model. This eliminates the need to carry a separate pack of 4 AA batteries to power the radio equipment.

Current - Current is a measure of power flow through the electronics, usually measured in amps. If you think of a wire as a garden hose, current is a measure of how much water is flowing through the hose.

ESC (Electronic Speed Control) - An electronic speed control is the electronic motor control inside the model. The EVX-2 uses MOSFET power transistors to provide precise, digital proportional throttle control. Electronic speed controls use power more efficiently than mechanical speed controls so that the batteries run longer. An electronic speed control also has circuitry that prevents loss of steering and throttle control as the batteries lose their charge.

Frequency band - The radio frequency used by the transmitter to send signals to your model. This model operates on the 2.4GHz direct-sequence spread spectrum.

LiPo - Abbreviation for Lithium Polymer. Rechargeable LiPo battery packs are known for their special chemistry, which allows extremely high energy density and current handling in a compact size. These are high performance batteries that require special care and handling. LiPo battery packs are for advanced users only.

mAh – Abbreviation for milliamp hour, a measure of the capacity of the battery pack. The higher the number, the longer the battery will last between recharges.

Neutral position - The standing position that the servos seek when the transmitter controls are at the neutral setting.

NiCad - Abbreviation for nickel-cadmium. The original rechargeable hobby pack, NiCad batteries have very high current handling, high capacity, and can last up to 1000 charging cycles. Good charging procedures are required to reduce the possibility of developing a "memory" effect and shortened run times.

NiMH - Abbreviation for nickel-metal hydride. Rechargeable NiMH batteries offer high current handling and much greater resistance to the "memory" effect. NiMH batteries generally allow higher capacity than NiCad batteries. They can last up to 500 charge cycles. A peak charger designed for NiMH batteries is required for optimal performance.

Receiver - The radio unit inside your model that receives signals from the transmitter and relays them to the servos.

Resistance - In an electrical sense, resistance is a measure of how an object resists or obstructs the flow of current through it. When flow is constricted, energy is converted to heat and is lost.

Servo - Small motor unit in your model that operates the steering mechanism.

Transmitter - The hand-held radio unit that sends throttle and steering instructions to your model.

Trim - The fine-tuning adjustment of the neutral position of the servos, made by adjusting the throttle and steering trim knobs on the face of the transmitter. ***Note**: The Multi-Function knob must be programmed to serve as a throttle trim adjustment.*

Thermal Shutdown Protection - Temperature sensing electronics are used in the ESC to detect overloading and overheating of the transistor circuitry. If excessive temperature is detected, the unit automatically shuts down to prevent damage to the electronics.

2-channel radio system - The TQ radio system, consisting of the receiver, the transmitter, and the servos. The system uses two channels: one to operate the throttle and one to operate the steering.

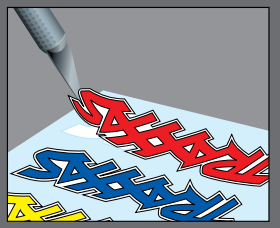
2.4GHz Spread Spectrum – This model is equipped with the latest R/C technology. Unlike AM and FM systems that require frequency crystals and are prone to frequency conflicts, the TQi system automatically selects and locks onto an open frequency and offers superior resistance to interference and "glitching."

Voltage - Voltage is a measure of the electrical potential difference between two points, such as between the positive battery terminal and ground. Using the analogy of the garden hose, while current is the quantity of water flow in the hose, voltage corresponds to the pressure that is forcing the water through the hose.

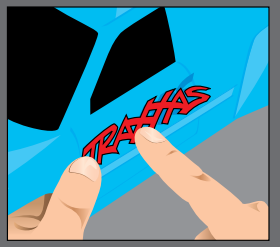
550 and 540 - These numbers refer to the size of the motor. 550 motors have armatures that are 30% longer than 540 motors.

Applying the Decals

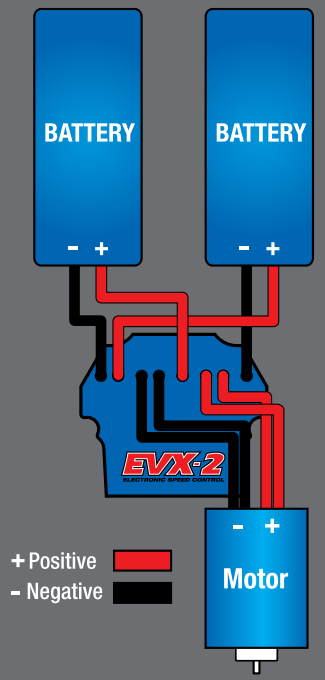
The main decals for your model have been applied at the factory. Additional decals are printed on self-adhesive clear mylar and are die-cut for easy removal. Use a hobby knife to lift the corner of a decal and lift it from the backing.



To apply the decals, place one end down, hold the other end up, and gradually smooth the decal down with your finger as you go. This will prevent air bubbles. Placing both ends of the decal down and then trying to smooth it out will result in air pockets. Look at the photos on the box for typical decal placement.



EVX-2 Wiring Diagram

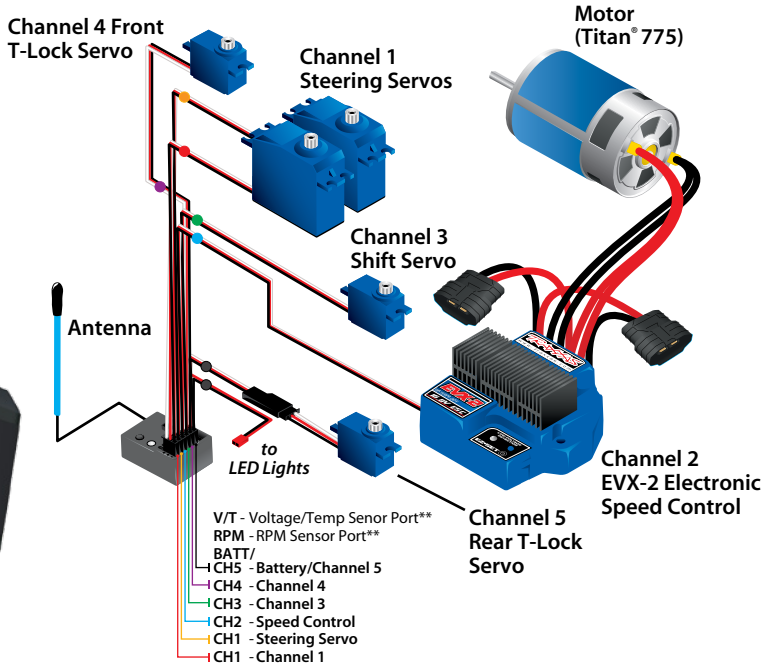


Your model is equipped with the newest TQi 2.4GHz transmitter with Traxxas Link™ Model Memory. The transmitter has two channels for controlling your throttle and steering. The receiver inside the model has 5 output channels. Your model is equipped with one servo and an electronic speed control.

TRANSMITTER AND RECEIVER

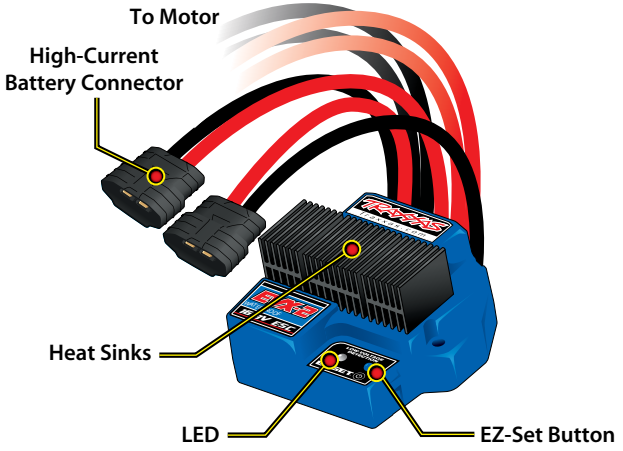


MODEL WIRING DIAGRAM



** Accessory sensor port for use with TQi Docking Base (*see Traxxas.com and included materials for more information*)

EVX-2 ELECTRONIC SPEED CONTROL



** Accessory sensor port for use with the Telemetry Expander Module (see Traxxas.com for more information)

INSTALLING TRANSMITTER BATTERIES

Your TQi transmitter uses 4 AA batteries. The battery compartment is located in the base of the transmitter.



1. Remove the battery compartment door by pressing the tab and sliding the door open.
2. Install the batteries in the correct orientation as indicated in the battery compartment.
3. Reinstall the battery door and snap it closed.
4. Turn on the transmitter and check the status indicator for a solid green light.



If the status LED flashes red, the transmitter batteries may be weak, discharged or possibly installed incorrectly. Replace with new batteries. The power indicator light does not indicate the charge level of the battery pack installed in the model. Refer to the Troubleshooting section on page 29 for more information on the transmitter Status LED codes.

SELECTING BATTERIES FOR YOUR MODEL

Your model does not include batteries or a charger. Two NiMH or LiPo batteries equipped with Traxxas High-Current Connectors are required. LiPo batteries are recommended for best performance. Traxxas Power Cell batteries are strongly recommended for maximum performance. The following chart lists all the available Power Cell batteries for your model:

LiPo Batteries

2843X	5800mAh 7.4V 2-Cell 25C LiPO Battery
2869X	7600mAh 7.4V 2-Cell 25C LiPO Battery

NiMH Batteries

2923X	Battery, Power Cell, 3000mAh (NiMH, 7-C flat, 8.4V)
2940X	Battery, Series 3 Power Cell, 3300mAh (NiMH, 7-C flat, 8.4V)
2950X	Battery, Series 4 Power Cell, 4200mAh (NiMH, 7-C flat, 8.4V)
2960X	Battery, Series 5 Power Cell, 5000mAh (NiMH, 7-C flat, 8.4V)

SELECTING A CHARGER FOR YOUR MODEL

Make certain you choose the correct type of charger for the batteries you select. You MUST use a LiPo charger for LiPo batteries or battery damage with the potential for fire will result (see Warnings and Precautions for full details). Traxxas recommends you choose a genuine Traxxas EZ-Peak iD charger for easy charging and maximum battery life and performance.

Charger	Part Number	NiMH Compatible	LiPo Compatible	Battery iD
EZ-Peak Plus, 4-amp	**2970**	YES	YES	YES
EZ-Peak Dual, 8-amp	**2972**	YES	YES	YES

If the status LED doesn't light green, check the polarity of the batteries. Check rechargeable batteries for a full charge. If you see any other flashing signal from the LED, refer to the chart on page 29 to identify the code.

Use the Right Batteries

Your transmitter uses AA batteries. Use new alkaline batteries. Do not use rechargeable AA cells to power the TQi transmitter, as they will not provide sufficient voltage for optimum transmitter performance.

Caution: Discontinue running your model at the first sign of weak batteries (flashing red light) to avoid losing control.

Battery iD
Traxxas recommended battery packs are equipped with Traxxas Battery iD. This exclusive feature allows Traxxas battery chargers (sold separately) to automatically recognize connected battery packs and optimize the charge settings for the battery. This eliminates the need to worry over charger settings and menus for the easiest and safest charging solution possible. Visit Traxxas.com to learn more about this feature and available Traxxas iD chargers and batteries.

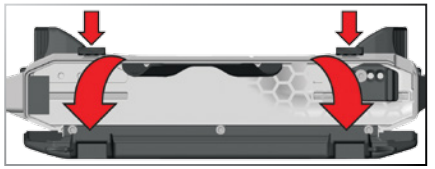
The Traxxas High-Current Connector
Your model is equipped with the Traxxas High-Current Connector. Standard connectors restrict current flow and are not capable of delivering the power needed to maximize the output of the EVX-2. The Traxxas connector's gold-plated terminals, with large contact surfaces, ensure positive current flow with the least amount of resistance. Secure, long-lasting, and easy to grip, the Traxxas connector is engineered to extract all the power your battery has to give.

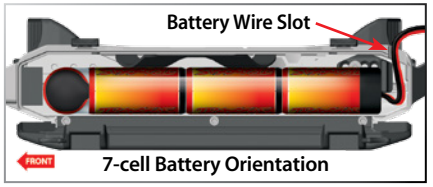
INSTALLING BATTERY PACKS

The Summit requires two fully charged battery packs. These batteries are not included with the model (see page 11 for available Power Cell batteries).

Battery Installation

1. Open the battery compartment door by pressing on the release tabs.
2. Install the provided battery pack with the battery wires facing the rear of the model.
3. Make sure the battery is snug in the compartment. If not, remove the battery and make adjustment to the battery retainer tab.





7-cell Battery Orientation

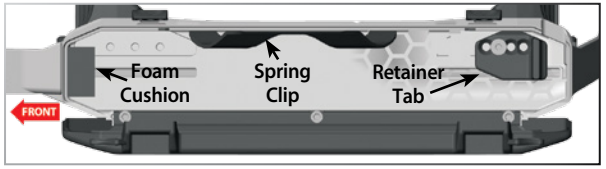
4. Route the battery wire through the slot near the vent.
5. Close the battery door, making sure not to pinch the battery wires. Be sure both release tabs are fully engaged with the door. Do not connect the battery packs to the EVX-2 at this time. ***Note:*** *Always unplug the batteries and remove from the model after use.*

Using Different Battery Configurations

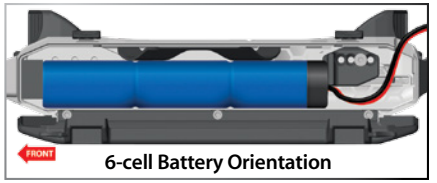
The battery compartments in the Summit are adjustable to accommodate a large variety of battery packs. Depending on model, the battery compartments are configured at the factory to accept either 7-cell NiMH stick packs or 2-Cell LiPo battery packs. The Summit battery compartments have three key features for keeping your batteries secure:

1. A foam rubber cushion
2. A spring clip (this is removable for use with taller batteries)
3. A battery retainer tab (this is adjustable to fit a variety of battery sizes)

We recommend using this combination for all batteries. Make sure to adjust the battery retainer tab to keep your battery pack snug against the foam rubber cushion. This does not need to be very tight. It only needs to prevent the battery from moving excessively during use.



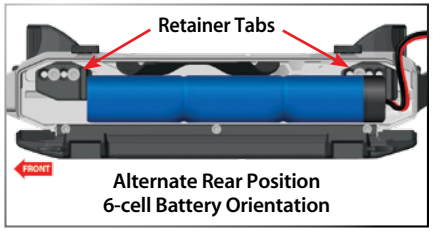
6-cell battery packs:
Swap the battery retainer tabs from the left and right battery compartments. This will provide additional adjustment needed to keep the 6-cell battery packs snug against the foam rubber cushions.



6-cell Battery Orientation

Adjusting Battery Position

The best handling and performance is achieved when the batteries are positioned to the front of the battery compartment (against the foam rubber cushion); however, you can reposition the batteries to change the weight distribution and handling if desired. The Summit includes an extra set of battery retainer tabs that can be used in the front of the battery compartment to move the batteries toward the rear of the truck.



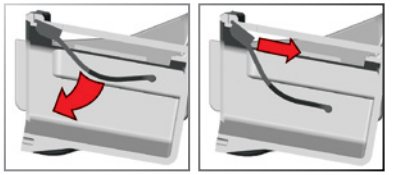
Alternate Rear Position
6-cell Battery Orientation

When using the battery retainer tabs in the front of the battery compartment, use two 3x10 countersunk cap screws to retain each battery retainer tab. **Do not use the battery retainer tabs in the front of the battery compartments when using LiPo batteries that are not in a hard plastic case.**

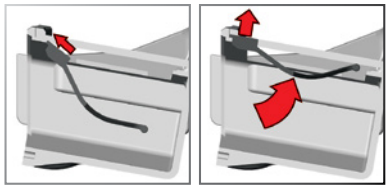
The battery compartments can be reconfigured to accept many sizes of LiPo batteries. If you are using batteries that are very thick, the spring clip may need to be removed from the battery compartment.

Spring Clip Removal

1. Pull down on the inside of the clip.
2. Push the clip in toward the center of the model to release.



Spring Clip Installation



1. Insert the two tabs on the spring clip into the rectangular tab slots in the chassis.
2. Rotate the spring clip upward.
3. Snap the tabs into place.

Many LiPo batteries do not use a hard plastic case. If using LiPo batteries that do not have a hard case, always be sure to use the foam rubber cushion in the front of the battery compartment. **Do not use the battery retainer tabs in the front of the battery compartments when using LiPo batteries that are not in a hard plastic case.** A hard front impact or crash when driving can damage the LiPo batteries.

RADIO SYSTEM RULES

- Always turn your TQi transmitter on first and off last. This procedure will help to prevent your model from receiving stray signals from another transmitter, or other source, and running out of control. Your model has electronic fail-safes to prevent this type of malfunction, but the first, best defense against a runaway model is to always turn the transmitter on first and off last.



- In order for the transmitter and receiver to bind to one another, the receiver in the model must be turned on within 20 seconds of turning on the transmitter. The transmitter LED will flash fast red, indicating a failure to link. If you miss it, simply turn off the transmitter and start over.
- Always turn on the transmitter before plugging in the battery.
- Always use new batteries for the radio system. Weak batteries will limit the radio signal between the receiver and the transmitter. Loss of the radio signal can cause you to lose control of your model.

RADIO SYSTEM CONTROLS



RADIO SYSTEM BASIC ADJUSTMENTS

Throttle Neutral Adjustment



The throttle neutral adjustment is located on the transmitter face and controls the forward/reverse travel of the throttle trigger. Change the adjustment by pressing the button and sliding it to the desired position. There are two settings available:

50/50: Allows equal travel for both acceleration and reverse.

70/30: Allows more throttle travel (70%) and less reverse travel (30%).

Note: We strongly recommend to leave this control in its factory location until you become familiar with all the adjustments and capabilities of your model. To change the throttle neutral adjust position, turn the transmitter off before adjusting the neutral position. **You will need to reprogram your electronic speed control to recognize the 70/30 setting.** *Turn to EVX-2 Setup Programming on page 16 for instructions.*

Steering Trim



The electronic steering trim located on the face of the transmitter adjusts the neutral (center) point of the steering channel.

Remember, always turn the TQi transmitter on first and off last to avoid damage to your model.

Stop immediately at the first sign of weak batteries. Never turn the transmitter off when the battery pack is plugged in. The model could run out of control.

Using Reverse: While driving, push the throttle trigger forward to apply brakes. Once stopped, return the throttle trigger to neutral. Push the throttle trigger forward again to engage proportional reverse.

Automatic Fail-Safe
The TQi transmitter and receiver are equipped with an automatic fail-safe system that does not require user programming. In the event of signal loss or interference, the throttle will return to neutral and the steering will hold its last commanded position. If the fail-safe activates while you are operating your model, determine the reason for signal loss and resolve the problem before operating your model again.

In order to re-acquire the signal after the fail-safe has activated, you will need to walk a longer distance closer to the model than the distance the model travelled out of range. Simply keep walking towards the model until you re-acquire the signal.

Multi-Function Knob



The Multi-Function knob can be programmed to control a variety of functions. From the factory, the Multi-Function knob controls steering sensitivity, also known as exponential or "expo." When the knob is turned counterclockwise all the way to the left (default position), expo is off and steering sensitivity will be linear (the most commonly used setting). Turning the knob clockwise will "add expo" and decrease the steering sensitivity in the initial range of steering wheel travel left or right from center. For more detail on steering exponential, refer to page 15.

USING THE RADIO SYSTEM

The TQi Radio System has been pre-adjusted at the factory. The adjustment should be checked before running the model in case of movement during shipping. Here's how:

1. Turn the transmitter switch on. The status LED on the transmitter should be solid green (not flashing).
2. **Elevate the model on a block or a stand so that all the tires are off the ground.** Make sure your hands are clear of the moving parts of the model.
3. Plug the battery packs in the model into the speed control.
4. The on/off switch is integrated into the speed control. Press and release the EZ-Set button on the speed control to turn the model on. The LED will shine RED or GREEN (see note below). To turn the EVX-2 off, press the EZ-Set button until the LED turns off. ***Note:*** *If the model is factory equipped with LiPo batteries, the LED will be green, indicating that Low-Voltage Detection is activated. If the model is factory equipped with NiMH batteries, the LED will be red, indicating that Low-Voltage Detection is disabled.* ***Never use LiPo batteries while Low-Voltage Detection is disabled.*** *See page 16 for more on EVX-2 setup and operation.*
5. Turn the steering wheel on the transmitter back and forth and check for rapid operation of the steering servo. Also, check that the steering mechanism is not loose or binding. If the steering operates slowly, check for weak batteries.
6. When looking down at the model, the front wheels should be pointing straight ahead. If the wheels are turned slightly to the left or right, slowly adjust the steering trim control on the transmitter until they are pointing straight ahead.



7. Gently operate the throttle trigger to ensure that you have forward and reverse operation, and that the motor stops when the throttle trigger is at neutral. **WARNING: Do not apply full throttle in forward or reverse while the model is elevated.**
8. Once adjustments are made, turn off the receiver on your model, followed by the hand-held transmitter.

Range-Testing the Radio System

Before each running session with your model, you should range-test your radio system to ensure that it operates properly.

1. Turn on the radio system and check its operation as described in the previous section.
2. Have a friend hold the model. Make sure hands and clothing are clear of the wheels and other moving parts on the model.
3. Walk away from the model with the transmitter until you reach the farthest distance you plan to operate the model.
4. Operate the controls on the transmitter once again to be sure that the model responds correctly.
5. Do not attempt to operate the model if there is any problem with the radio system or any external interference with your radio signal at your location.

Higher Speeds Require Greater Distance

The faster you drive your model, the more quickly it will near the limit of radio range. Use caution to keep your model in range. If you want to see your model achieve its maximum speed, it is best to position yourself in the middle of the truck's running area, not the far end, so you drive the truck towards and past your position. In addition to maximizing the radio's range, this technique will keep your model closer to you, making it easier to see and control.

Your model's radio system is designed to operate reliably up to the approximate distance that it is no longer easy or comfortable to see and control the model. Most drivers will struggle to see and drive their model at distances farther than a football field (300+ feet). At greater distances, you could lose sight of your model and you may also exceed the radio system's operating range, which will cause the failsafe system to activate. For best visibility and control of your model, keep your model within 200 feet, regardless of the maximum range available.

No matter how fast or far you drive your model, always leave adequate space between you, the model, and others. Never drive directly toward yourself or others.

TQi Binding Instructions

For proper operation, the transmitter and receiver must be electronically "bound." **This has been done for you at the factory.** Should you ever need to re-bind the system or bind to another transmitter or receiver, follow these instructions. ***Note:*** *The receiver must be connected to a 4.8-6.0v (nominal) power source for binding, and the transmitter and receiver must be within 5 feet of each other.*

1. Press and hold the transmitter's SET button as you switch the transmitter on. The transmitter's LED will flash red slowly. Release the SET button.
2. Press and hold the receiver's LINK button as you switch on the speed control (by pressing the EZ-Set button). Release the LINK button.
3. When the transmitter and receiver's LEDs turn solid green, the system is bound and ready for use. Confirm that the steering and throttle operate properly before driving your model.

Steering Sensitivity (Exponential)

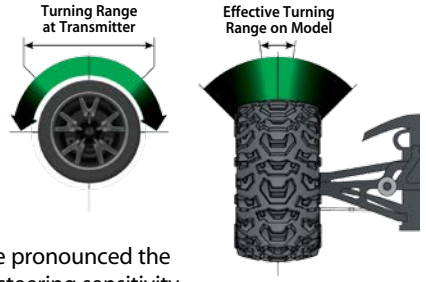
The Multi-Function knob on the TQi transmitter has been programmed to control Steering Sensitivity (also known as exponential). The standard setting for Steering Sensitivity is "normal (zero exponential)," with the dial full left in its range of travel. This setting provides linear servo response: the steering servo's movement will correspond exactly with the input from the transmitter's steering wheel. Turning the knob clockwise from the left will result in "negative exponential" and decrease steering sensitivity by making the servo less responsive near neutral, with increasing sensitivity as the servo nears the limits of its travel range. The farther you turn the knob, the more pronounced the change in steering servo movement will be. The term "exponential" comes from this effect; the servo's travel changes exponentially relative to the input from the steering wheel. The exponential effect is indicated as a percentage—the greater the percentage, the greater the effect. The illustrations below show how this works.

Normal Steering Sensitivity (0% exponential)

In this illustration, the steering servo's travel (and with it, the steering motion of the model's front wheels) corresponds precisely with the steering wheel. The ranges are exaggerated for illustrative purposes.



Decreased Steering Sensitivity (Negative Exponential)



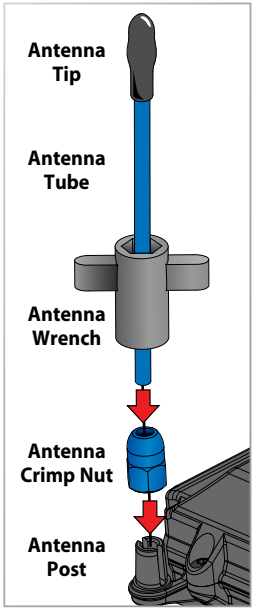
By turning the Multi-Function knob clockwise, the steering sensitivity of the model will be decreased. Note that a relatively large amount of steering wheel travel results in a smaller amount of servo travel. The farther you turn the knob, the more pronounced the effect becomes. Decreased steering sensitivity may be helpful when driving on low-traction surfaces, when driving at high speed, or on tracks that favor sweeping turns where gentle steering inputs are required. The ranges are exaggerated for illustrative purposes.

Experiment! Try varying degrees of exponential. It's easy to go back to "zero" if you don't like the effect. There's no wrong way to adjust exponential. Any setting that makes you more comfortable with your model's handling is the "right setting."

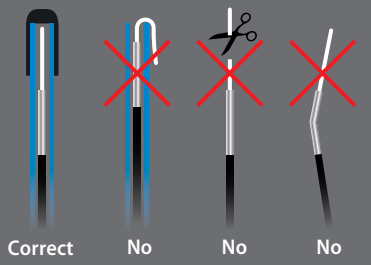
SETTING UP THE ANTENNA

The receiver antenna has been set up and installed from the factory.

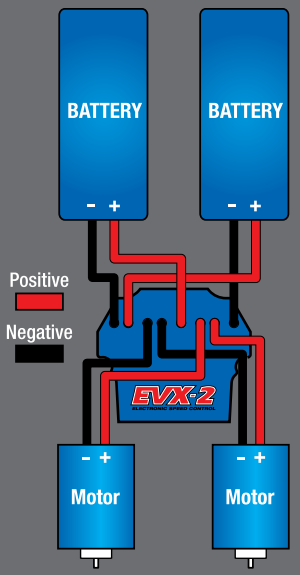
When reinstalling the antenna, first slide the antenna wire into the bottom of the antenna tube until the white tip of the antenna is at the top of the tube under the black cap. Insert the base of the tube into the antenna post. Take care not to crimp the antenna wire. Slide the crimp nut over the antenna tube and screw it onto the antenna post. Use the supplied tool to tighten the crimp nut on the post just until the antenna tube is securely in place. Do not over tighten or crush the antenna wire against the chassis. **Do not bend or kink the antenna wire! See the sidebar for more information. Do not shorten the antenna tube. The minimum height is 62mm.**



To prevent loss of radio range do not kink or cut the black wire, do not bend or cut the metal tip, and do not bend or cut the white wire at the end of the metal tip.



EVX-2 Wiring Diagram



EVX-2 Specifications

*Input Voltage:**
NiMH - 12-14 cells (14.4 - 16.8 volts)
LiPo - 4 cells (14.8 volts)

Motor limit: 12-turns (550)

Continuous current: 30A

Peak current : 180A

BEC voltage: 6.0V DC

Transistor type: MOSFET

Motor/Battery Wiring: 14-gauge

Protection: Thermal shutdown

* This model requires two battery packs. Input voltage listed by cells refers to the total number of cells that may be installed in the model. You may install two 6-cell NiMH packs, two 7-cell NiMH packs, or two 2-cell LiPo packs. Do not mix NiMH and LiPo battery packs. Damage to the model and batteries will result.

The EVX-2 electronic speed control is factory set and should not require any adjustments. These instructions are provided for your reference.

Battery Settings (Low-Voltage Detection Setting)

The Low-Voltage Detection circuitry constantly monitors the battery voltage. When the battery voltage begins to reach the minimum recommended discharge voltage threshold for LiPo battery packs, the EVX-2 will limit the power output to 50% throttle. When the battery voltage attempts to fall below the minimum threshold, the EVX-2 will shut down all motor output. The LED on the speed control will slowly blink red, indicating a low voltage shutdown. The EVX-2 will stay in this mode until a fully charged battery is connected.

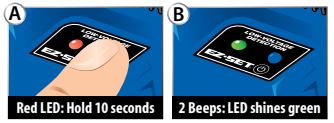
Your model comes equipped with two Traxxas battery packs. The EVX-2 speed control's Low-Voltage Detection has been disabled for best performance with these batteries. The speed control's LED will glow red when it is turned on, indicating Low-Voltage Detection is disabled. Be certain to activate Low-Voltage Detection if you install LiPo batteries in your model. **Never use LiPo batteries while Low-Voltage Detection is disabled.**

Verify that Low-Voltage Detection is DISABLED:

1. Turn on the transmitter (with the throttle at neutral).
2. Connect fully charged battery packs to the EVX-2.
3. Press and release the EZ-Set button to turn the EVX-2 on. If the LED is solid red, then the Low-Voltage Detection is DISABLED (*not safe to use LiPo batteries*). If the LED is solid green, then Low-Voltage Detection is ACTIVATED.

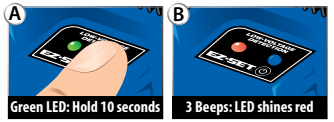
To activate Low-Voltage Detection (LiPo setting):

1. Make sure the LED on the EVX-2 is on and shines red.
2. Press and hold the EZ-Set button (the LED will turn off) (A). After ten seconds, the motor will beep twice and the LED will shine green. Release the button (B).
3. Low-Voltage Detection is now ACTIVATED.



To disable Low-Voltage Detection (NiMH setting):

1. Make sure the LED on the EVX-2 is on and shines green.
2. Press and hold the EZ-Set button (the LED will turn off) (A). After ten seconds, the motor will beep three times and the LED will shine red. Release the button (B).
3. Low-Voltage Detection is now DISABLED.



Transmitter Adjustments for the EVX-2 ESC

Before attempting to program your EVX-2, it is important to make sure your TQi transmitter is properly adjusted (set back to the factory defaults). Otherwise, you may not get the best performance from your speed control.

The transmitter should be adjusted as follows:

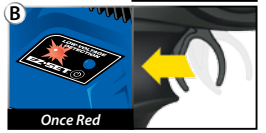
1. Turn the transmitter off.
2. Hold both MENU and SET.
3. Turn the transmitter on.
4. Release MENU and SET. The transmitter LED will blink red.
5. Press MENU once. The transmitter LED will blink red twice repeatedly.
6. Press SET to clear settings. The LED will turn solid green and the transmitter is restored to default.

Setup Programming (Calibrating your ESC and transmitter)

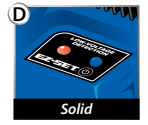
Read through all of the following programming steps before you begin. If you get lost during programming or receive unexpected results, simply unplug the batteries, wait a few seconds, plug the battery packs in, and start over.

1. Disconnect each of the motor wires between the EVX-2 and the motors. This is a precaution to prevent runaway when the speed control is turned on before it is programmed.
2. Connect two fully charged battery packs to the EVX-2.
3. Turn on the transmitter (with the throttle at neutral).
4. Press and hold the EZ-Set button (A). The LED will first turn green and then red. Release the EZ-Set button.
5. When the LED blinks RED ONCE, pull the throttle trigger to the full throttle position and hold it there (B).
6. When the LED blinks RED TWICE, push the throttle trigger to the full reverse and hold it there (C).
7. When the LED blinks GREEN ONCE, programming is complete. The LED will then shine green or red (depending on Low-Voltage Detection setting), indicating the EVX-2 is on and at neutral (D).









EVX-2 Operation

To operate the speed control and test the programming, place the vehicle on a stable block or stand so all of the drive wheels are off the ground. Reconnect the motor wires. Always make sure that objects and fingers are clear of the wheels.

Note that in the steps below, Low-Voltage Detection is DISABLED (factory default with NiMH batteries) and the LED shines red. If Low-Voltage Detection is ACTIVATED (factory default with LiPo batteries), the LED will shine green instead of red in the steps below. ***Never use LiPo batteries while Low-Voltage Detection is disabled.***

1. With the transmitter on, press the EZ-Set button for ½ second, until the LED shines red, then immediately release the button. This turns on the EVX-2. If you press and release too quickly, you may hear the steering servos jump but the LED may not stay on. (***Note:*** *If the throttle is not at neutral or if the throttle trim has been altered, the LED will turn off after one second and the wheels may begin to drive.*)
2. Apply forward throttle. The LED will turn off until full throttle power is reached. At full throttle, the LED will shine red.
3. Move the trigger forward to apply the brakes. Note that braking control is fully proportional. The LED will turn off until full braking power is reached. At full brakes, the LED will shine red.

4. Return the throttle trigger to neutral. The LED will shine red.
5. Move the throttle trigger forward again to engage reverse (Profile #1). The LED will turn off. Once full reverse power is reached, the LED will shine red.
6. To stop, return the throttle trigger to neutral. Note that there is no programmed delay when changing from reverse to forward. Use caution to avoid slamming the speed control from reverse to forward. On high-traction surfaces, this could result in transmission or driveline damage.
7. To turn the EVX-2 off, press the EZ-Set button until the red LED turns off.

Thermal Shutdown Protection

The EVX-2 is equipped with thermal shutdown protection to guard against overheating caused by excessive current flow. If the operating temperature exceeds safe limits, the EVX-2 will automatically shut down and the EVX-2 LED will flash red. The LED on the face of the EVX-2 will continuously flash red, even if the throttle trigger is moved back and forth. After the speed control cools down to a safe level, the LED will continuously shine red. The EVX-2 will once again function normally.

EVX-2 Profile Selection

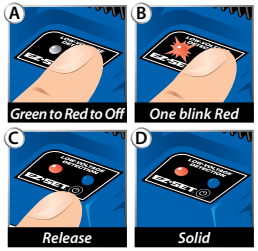
The speed control is factory set to Profile #1. To change the profile, follow the steps provided below. The speed control should be connected to the receiver and battery, and the transmitter should be adjusted as described previously. The profiles are selected by entering the programming mode.

EVX-2 Profile Description

Profile #1 (Sport Mode): 100% Forward, 100% Brakes, 100% Reverse
Profile #2 (Race Mode): 100% Forward, 100% Brakes, No Reverse
Profile #3 (Training Mode): 50% Forward, 100% Brakes, 50% Reverse

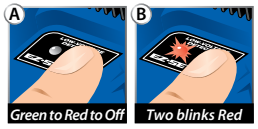
Selecting Sport Mode (Profile #1)

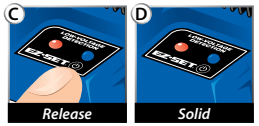
1. Connect two fully charged battery packs to the EVX-2 and turn on your transmitter.
2. With the EVX-2 off, press and hold the EZ-Set button until the light turns solid green, then solid red, and then begins blinking red (indicating the Profile numbers).
3. When the light blinks red once, release the EZ-Set button.
4. The LED will blink and then turn solid green (Low-Voltage Detection ACTIVE) or red (Low-Voltage Detection DISABLED). The model is ready to drive.



Selecting Race Mode (Profile #2)

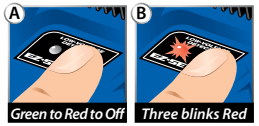
1. Connect two fully charged battery packs to the EVX-2 and turn on your transmitter.
2. With the EVX-2 off, press and hold the EZ-Set button until the light turns solid green, then solid red, and then begins blinking red (indicating the Profile numbers).
3. When the light blinks red twice, release the EZ-Set button.
4. The LED will blink and then turn solid green (Low-Voltage Detection ACTIVE) or red (Low-Voltage Detection DISABLED). The model is ready to drive.

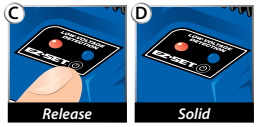




Selecting Training Mode* (Profile #3)

1. Connect two fully charged battery packs to the EVX-2 and turn on your transmitter.
2. With the EVX-2 off, press and hold the EZ-Set button until the light turns solid green, then solid red, and then begins blinking red (indicating the Profile numbers).
3. When the light blinks red three times, release the EZ-Set button.
4. The LED will blink and then turn solid green (Low-Voltage Detection ACTIVE) or red (Low-Voltage Detection DISABLED). The model is ready to drive.





***Note**: If you missed the mode you wanted, keep the EZ-Set button pressed down and the blink cycle will repeat until a Mode is selected.*

LED Codes and Protection Modes

- **Solid Green:** EVX-2 power-on light. Low-Voltage Detection is ACTIVATED (LiPo setting).
- **Solid Red:** EVX-2 power-on light. Low-Voltage Detection is DISABLED (NiCad/NiMH setting). **Never use LiPo batteries while Low-Voltage Detection is disabled.**
- **Fast Blinking Red:** The EVX-2 is equipped with thermal shutdown protection to guard against overheating caused by excessive current flow. If the operating temperature exceeds safe limits, the EVX-2 will automatically shut down. Let the EVX-2 cool. Make sure your model is properly geared for the conditions (see page 25).
- **Slow Blinking Red (with Low-Voltage Detection on):** The EVX-2 has entered Low-Voltage Protection. When the battery voltage begins to reach the minimum recommended discharge voltage threshold for LiPo battery packs, the EVX-2 will limit the power output to 50% throttle. When the battery voltage attempts to fall below the minimum threshold, the EVX-2 will shut down all motor output. The LED on the speed control will slowly blink red, indicating a low-voltage shutdown. The EVX-2 will stay in this mode until a fully charged battery is connected.
- **Fast Blinking Green:** The EVX-2's LED will blink fast green if Throttle Neutral Protection is activated or if the speed control is not receiving a signal. Make certain the speed control is properly plugged into the receiver and the transmitter is switched on. If this does not restore normal operation, then the EVX-2 is indicating the transmitter's Throttle Trim (see page 28) is incorrectly set. Reset the throttle trim to the "0" position.

**Patented*

Patented Training Mode (Profile #3) reduces forward and reverse throttle by 50%. Training Mode is provided to reduce the power output, allowing beginning drivers to better control the model. As driving skills improve, simply change to Sport or Race Mode for full-power operation.

Tip For Fast Mode Changes

The EVX-2 is set to Profile 1 (Sport Mode) as the default. To quickly change to Profile 3 (Training Mode), with the transmitter on, press and hold the SET button until the light blinks red three times and then release. For full power, quickly change back to Profile 1 (Sport Mode) by pressing and holding the SET button until the light blinks red one time and then releasing.

Throttle Neutral Protection

Your model's EVX-2 speed control also features Throttle Neutral Protection. If the transmitter's throttle trim setting is changed while the speed control is switched off, Throttle Neutral Protection prevents the speed control from activating the motor until the throttle trim is corrected. Throttle Neutral Protection also prevents the model from suddenly accelerating if the speed control is switched on while the transmitter's trigger is being held. When the trigger is returned to neutral, the EVX-2 will operate properly.

Now it's time to have some fun! This section contains instructions on driving and making adjustments to your model. Before you go on, here are some important precautions to keep in mind.

- Allow the model to cool for a few minutes between runs. This is particularly important when using high-capacity battery packs that allow extended periods of running. Monitoring temperatures will extend the lives of the batteries and motor.
- Do not continue to operate the model with low batteries or you could lose control of it. Indications of low battery power include slow operation and sluggish servos (slow to return to center). Stop immediately at the first sign of weak batteries. When the batteries in the transmitter become weak, the red power light will begin to flash. Stop immediately and install new batteries.
- Do not drive the model at night, on public streets, or in large crowds of people.
- If the model becomes stuck against an object, do not continue to run the motor. Remove the obstruction before continuing. Do not push or pull objects with the model.
- Because the model is controlled by radio, it is subject to radio interference from many sources beyond your control. Since radio interference can cause momentary losses of control, allow a safety margin of space in all directions around the model in order to prevent collisions.
- Use good, common sense whenever you are driving your model. Intentionally driving in an abusive and rough manner will only result in poor performance and broken parts. Take care of your model so that you can enjoy it for a long time to come.
- High-performance vehicles produce small vibrations that may loosen hardware over time. Frequently check wheel nuts and other screws on your vehicle to ensure that all hardware remains properly tightened.

Operating the High-Low Transmission

Summit's High-Low transmission is operated via the red rocker switch above the transmitter grip; depressing the upper part of the switch engages Low, depressing the lower part of the switch engages High. Summit may be shifted from Low to High while the truck is moving. However, it is recommended to slow to a speed appropriate for Low gear (about 5mph) before shifting from High to Low. This will reduce strain on the transmission gears. Although Summit's 775 motor has ample torque for climbing and crawling in second gear, using first gear in situations that require low speed will extend motor life. Limit second-gear use to high-speed running.


High Gear


Low Gear

Operating the T-Lock Differentials


Unlock Diff


Lock Front Diff


Lock Both Diffs

For most driving, the Summit will perform best with both differentials unlocked or "open" (T-Lock switch back). This will give Summit maximum steering performance and the tightest possible turning radius, and will also reduce strain on the drive components. If open differentials cause you to lose traction over loose terrain or when traversing an obstacle, you can use the T-lock switch to lock the front differential or both differentials. To lock the front differential only, bring the truck and all four wheels to a complete stop, then move the T-Lock switch to the middle position. Apply throttle slowly until the T-Lock engages (it will take just a moment), then use the throttle as needed. To lock both differentials, come to a complete stop and move the T-Lock switch to the forward-most position. As with a full-size 4WD vehicle, Summit's high-speed handling and steering precision are reduced when one or both differentials are locked. Locked differentials should only be used for difficult obstacles that require minimum speed and maximum traction. High-speed driving with locked differentials is not recommended.

About Run Time

A large factor affecting run time is the type and condition of your batteries. The milliamp hour (mAh) rating of the batteries determines how large their "fuel tank" is. A 3000 mAh battery pack will theoretically run twice as long as a 1500 mAh sport pack. Because of the wide variation in the types of batteries that are available and the methods with which they can be charged, it's impossible to give exact run times for the model. Another major factor that affects run time is how the model is driven. Run times may decrease when the model is driven repetitively from a stop to top speed and with repetitive hard acceleration.

Tips for Increasing Run Time

- Use batteries with the highest mAh rating you can purchase.
- Use a high-quality peak-detecting charger.
- Read and follow all maintenance and care instructions provided by the manufacturer of your batteries and charger.
- Keep the EVX-2 cool. Get plenty of airflow across the ESC heat sinks.
- Lower your gear ratio. Installing a smaller pinion gear will lower your gear ratio and cause less power draw from the motor and batteries, and reduce overall operating temperatures.

- Maintain your model. Do not allow dirt or damaged parts to cause binding in the drivetrain. Keep the motor clean.

mAh Ratings and Power Output

The mAh rating of the battery can affect your top-speed performance. The higher capacity battery packs experience less voltage drop under heavy load than low mAh rated packs. The higher voltage potential allows increased speed until the battery begins to become discharged.

RUNNING IN WET CONDITIONS

Your new Traxxas Summit is designed with water-resistant features to protect the electronics in the model (receiver, servos, electronic speed control). This gives you the freedom to have fun driving your Summit through puddles, wet grass, snow, and through other wet conditions. Though highly water resistant, the Summit should not be treated as though it is submersible or totally 100% waterproof. Water resistance applies only to the installed electronic components. Running in wet conditions requires additional care and maintenance for the mechanical and electrical components to prevent corrosion of metal parts and maintain their proper function.

Precautions

- **Without proper care, some parts of your model can be seriously damaged due to contact with water. Know that additional maintenance procedures will be required after running in wet conditions in order to maintain the performance of your model. Do not run your model in wet conditions if you are not willing to accept the additional care and maintenance responsibilities.**
- Not all batteries can be used in wet environments. Consult your battery manufacturer to see if their batteries can be used in wet conditions. Do not use LiPo batteries in wet conditions.
- The transmitter is not water resistant. Do not subject it to wet conditions, such as rain.
- Do not operate your model during a rain storm or other inclement weather where lightning may be present.
- Do not allow your model to come in contact with saltwater (ocean water), brackish water (between fresh water and ocean water), or other contaminated water. Saltwater is highly conductive and highly corrosive. Use caution if you plan to run your model on or near a beach.
- Even casual water contact can reduce the life of your motor. Special care must be taken to modify your driving style in wet conditions to extend the life of the motor (details below).

Before Running Your Vehicle in Wet Conditions

1. Consult the section "After Running Your Vehicle in Wet Conditions" before proceeding. Make sure you understand the additional maintenance required with wet running.
2. The wheels have small holes molded in to allow air to enter and exit the tire during normal running. Water will enter these holes and get trapped inside the tires if holes are not cut in the tires. Cut two small holes (4mm or 3/16" diameter) in each tire. Each hole should be near the tire centerline, 180 degrees apart.
3. Confirm that the receiver box O-ring and cover are installed correctly and secure. Make sure the screws are tight and the blue o-ring is not visibly protruding from the edge of the cover.
4. Confirm that your batteries can be used in wet conditions.
5. Use Low gear when running in mud, deep puddles, snow, or similar situations that will restrict the tires and put much higher loads on the motor. Although the Summit's 775 motor has ample torque in second gear, using first gear in situations that require low speed will extend motor life. Limit second-gear use to high-speed running on dry ground.

Motor Precautions

- Titan motor life can be greatly reduced in mud and water. If the motor gets excessively wet or submerged, use very light throttle (run the motor slowly) until the excess water can run out. Applying full throttle to a motor full of water can cause rapid motor failure. Your driving habits will determine motor life with a wet motor. Do not submerge the motor under water.
- Do not gear the motor by temperature when running in wet conditions. The motor will be cooled by water contact and will not give an accurate indication of appropriate gearing.

After Running Your Vehicle in Wet Conditions

1. Drain the tires by spinning the tires at full throttle to "sling" the water out. An easy way to do this is to remove the body and set the truck upside down on a flat surface. Apply full throttle so the tires spin and throw the excess water out of the holes you cut into the tires.
2. Remove the batteries.
3. Rinse excess dirt and mud off the truck with low-pressure water, such as from a garden hose. Do not use a pressure washer or other high-pressure water. Avoid directing water into the bearings, transmission, differentials, etc.

4. Blow off the truck with compressed air (optional, but recommended). Wear safety glasses when using compressed air.
5. Remove the wheels from the truck.
6. Spray all the bearings, drivetrain, and fasteners with WD-40® or similar water-displacing light oil.
7. Let the truck stand or you may blow off with compressed air. Placing the truck in a warm, sunny spot will aid drying. Trapped water and oil will continue to drip from the truck for a few hours. Place it on a towel or piece of cardboard to protect the surface underneath.
8. As a precautionary step, remove the sealed receiver box cover. While unlikely, humidity or tiny amounts of moisture or condensation may enter the receiver box during wet running. This can cause long-term problems with the sensitive electronics in the receiver. Removing the receiver box cover during storage allows the air inside to dry. This step can improve the long-term reliability of the receiver. It is not necessary to remove the receiver or unplug any of the wires.
9. **Additional Maintenance**: Increase your frequency of disassembly, inspection, and lubrication of the following items. This is necessary after extended wet use or if the vehicle will not be used for an extended period of time (such as a week or longer). This additional maintenance is needed to prevent any trapped moisture from corroding internal steel components.
   - **Stub axle housing bearings**: Remove, clean, and re-oil the bearings.
   - **Front and rear differential**: Remove, disassemble, clean, and re-grease the differentials. Refer to your exploded view diagrams for help with disassembly and reassembly.
   - **Transmission**: Remove, disassemble, clean, and re-grease the transmission components. Use a light coating of wheel bearing grease (from an auto parts store) on the metal gear teeth. No grease is required for the nylon gears. Refer to your exploded view diagrams for help with disassembly and reassembly.
   - **Titan motor**: Remove the motor, clean with aerosol motor cleaner, and re-oil the bushings with lightweight motor oil. Be sure to wear eye protection when using spray aerosol cleaners.



RECEIVER BOX: MAINTAINING A WATERTIGHT SEAL

Removing and Installing Radio Gear

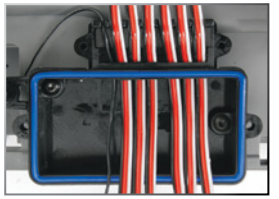
The unique design of the receiver box allows the removal and installation of the receiver without losing the ability to maintain a watertight seal in the box. The patent-pending wire clamp feature gives you the ability to also install aftermarket radio systems and maintain the watertight features of the receiver box.

Removing the Receiver

1. To remove the cover, remove the two 3x10mm button-head cap screws.
2. To remove the receiver from the box, simply lift it out and set to the side. The antenna wire is still inside the clamp area and cannot be removed yet.
3. Remove the wire clamp by removing the two 2.8x8mm cap screws.
4. Unplug the servo cables from the receiver and remove the receiver.

Receiver Installation

1. Always install the wires into the box before installing the receiver.
2. Install the antenna wire and the servo cables into the receiver box.
3. Arrange the wires neatly using the wire guides in the receiver box. The excess wire will be bundled inside the receiver box. Label which wire is for which channel.



4. Apply a small bead of silicone grease (Traxxas part #1647) to the wire clamp.



5. Install the wire clamp and tighten the two 2.5x8mm cap screws securely.
6. Install the receiver into the box and plug the wires into receiver. Refer to page 10 for the wiring diagram.
7. Make sure the clear plastic light pipe in the receiver box is aligned above the LED on the receiver.
8. Make sure the o-ring is properly seated into the groove in the receiver box so that the cover will not pinch it or damage it in any way.

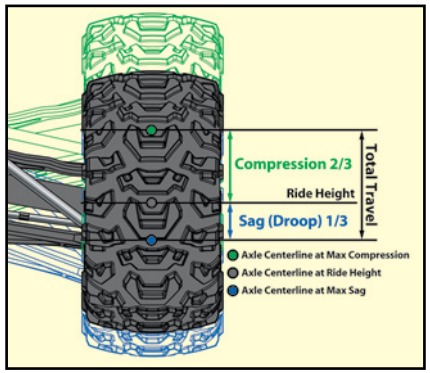


9. Install the cover and tighten the two 3x10mm button-head cap screws securely.
10. Inspect the cover to make sure that the o-ring seal is not visible.

Summit does not require any specialized knowledge or understanding of its unique suspension and drivetrain to perform typical, everyday setup and tuning adjustments. Adjustment procedures for alignment, spring rate, damping, steering, and ride height are covered here.

SUSPENSION TUNING

Springs



Summit's springs have been carefully selected to provide the best combination of roll stiffness and bump-absorbing ability. If you wish to install softer or stiffer springs, Traxxas offers optional tuning springs. Higher rate springs are stiffer, and can be used to reduce sag, body lean, and brake dive for a more responsive handling feel. Lower rate springs are softer, and will increase traction and suspension articulation when traversing difficult terrain. Refer to your parts list for a complete part number listing. Springs are identified by dots of color on their ends.

Optional springs available from Traxxas are listed to the right. Refer to your parts list for a complete part number listing. Higher rate springs are stiffer. Springs can be identified by dots of color on one end.

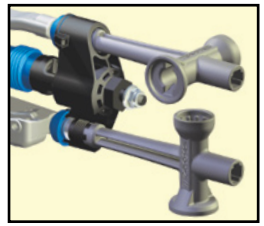
120mm Travel

Dot Color	Spring Rate
Double Yellow (Standard Rear)	**28.0 lb/in** (4.9 N/mm)
Double Orange (Standard Front)	**30.8 lb/in** (5.4 N/mm)
Blue	**33.7 lb/in** (5.9 N/mm)
Purple	**36.5 lb/in** (6.4 N/mm)

Ride Height Adjustment

Summit's ride height can be finely tuned by adjusting suspension sag via the preload adjusters on the shock bodies. Thread the preload adjuster down the shock body to raise Summit's ride height, or thread the adjuster up the shock body to lower ride height. If threading the preload adjusters to the maximum ride height position still allows more suspension sag than you prefer, stiffer springs should be installed.

Adjusting the Pivot Ball Caps



The pivot ball caps should be adjusted so that the pivot balls operate freely in the axle carriers with no excess play. Use the provided four-way suspension multi-tool to tighten or loosen the pivot ball cap.

Rockers (Progressive Rate/ Suspension Travel)

One of the most exciting aspects of Summit's suspension is the inboard shock (damper) arrangement that uses pivoting rockers to translate vertical wheel travel into linear shock motion. The rockers can be changed to increase or decrease the maximum wheel travel and also to change the progressive rate of the suspension.

The progressive rate determines how much the force at the wheel produced by the springs being compressed (wheel force) will vary with suspension travel (or vertical travel of the wheel). On a progressive suspension arrangement, the wheel force will increase at a faster and faster rate as the suspension is compressed. It feels as though the shock spring gets progressively stiffer the more you compress the suspension. On a linear suspension arrangement, the wheel force increases linearly as the suspension is compressed. The spring does not feel any stiffer, even when the suspension is fully compressed. This provides a very "plush" feeling suspension with seemingly bottomless suspension travel.

Rocker Arm	Total Travel	Progressive Rate
Progressive 1	**90mm** (60mm up / 30mm down)	Low
Progressive 2	**90mm** (60mm up / 30mm down)	Medium
Progressive 3	**90mm** (60mm up / 30mm down)	High
Long Travel (stock)	**120mm** (80mm up / 40mm down)	Low

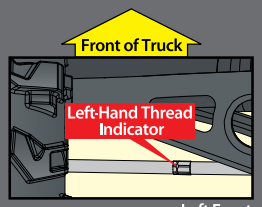
A total of three different rocker arm sets are available for Summit. All will allow the wheel to travel a total of 90mm in the vertical direction. From the ride height position, the wheel will be able to travel 60mm in the upward direction (bump) and 30mm in the downward direction (droop). Summit is equipped with the long-travel rocker arms for 120mm of total travel. The progressive rate can be increased or

Important: The shocks are assembled at the factory with a center-to-center distance (between the rod end balls) of 87mm. Any time the shocks are removed and disassembled, this distance should be checked to ensure proper operation of the suspension.



A camber gauge (available at your local hobby shop) can be a useful tool for alignment setting.

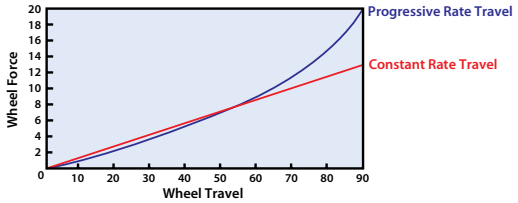
All of the toe links are installed on the truck so that the left-hand thread indicators point to the same direction. This makes it easier to remember which way to turn the wrench to increase or decrease toe link length (the direction is the same at all four corners). Note that the groove in the hex indicates the side of the toe link with the left-hand threads.



decreased by installing different rocker arm sets. The rockers are labeled Progressive 1 to Progressive 3. Progressive 1 rockers will provide a low progressive rate that maintains consistent damping force across the whole range of suspension travel. Progressive 2 rockers provide a larger degree of rate change, and Progressive 3 rockers have the greatest rate difference. Progressive 3 rockers will improve high-speed cornering on smooth surfaces by providing a firmer feel. Remember that Progressive 1, 2, and 3 rockers all provide 90mm of travel, 30mm less than the Summit's stock 120mm long-travel rockers. This may improve road handling, but will reduce suspension articulation in rough terrain. Body roll, brake dive, and rear squat will also be reduced. Always change all four rockers as a complete set. Do not mix rates and travel.

When using the Progressive 1, 2, or 3 rockers, Traxxas #5439 springs (3.8 rate gold) provide a good starting point for suspension tuning.

The chart below demonstrates the effect of the various rocker arms on wheel force as the suspension is compressed. On the progressive rate, wheel force is light at first and increases as the suspension is compressed.



SHOCK TUNING

Shock Oil

The 4 oil-filled aluminum shocks (dampers) effectively control the suspension movement by preventing the wheels and tires from continuing to "bounce" after rebounding from a bump. Changing the oil in the shocks can vary the suspension damping effect. Changing the oil to a higher viscosity oil will increase damping. Lowering the viscosity of the oil will cause the suspension damping to be reduced. Damping should be increased (with higher viscosity oil) if the model is bottoming easily over jumps. Damping should be decreased (with thinner viscosity oil) if the model is hopping over small bumps and feels unstable. The viscosity of shock oil is affected by extremes in operating temperature; an oil of certain viscosity will become less viscous at higher temperatures and more viscous at lower temperatures. Operating in regions with cold temperatures may require lower viscosity oil. From the factory, the shocks are filled with SAE-50W silicone oil. Only use 100% silicone oil in the shock.

Replacing Shock Oil

The shocks have to be removed from the vehicle and disassembled to change the oil.

1. Remove the lower spring retainer and shock spring.
2. Remove the upper shock cap using the shock wrench and the suspension multi-tool.
3. Empty the used shock oil from the shock body.
4. Fill the shock with new silicone shock oil up to the top of the shock body.
5. Slowly move the piston up and down (always keeping it submerged in oil) to release the air bubbles. Let the shock sit for a few minutes to allow any remaining air bubbles to surface.
6. Slowly thread the upper cap with the installed shock bladder onto the shock body with the suspension multi-tool. The excess oil will bleed out of the small hole in the shock cap.
7. Tighten the shock cap until snug. Use the included steel shock wrench to hold onto the shock body while tightening.

Multi-tool Shock Functions



A. Tighten/Loosen Upper Cap



B. Tighten/Loosen Lower Cap



C. Remove/Install Rod End

Shock Pistons

The shock pistons can be replaced with the available optional pistons to vary the amount of damping. Optional pistons with bypass holes that are larger or smaller (1, 2, or 3) than the factory-installed stock pistons can be used to decrease or increase damping respectively. Change the pistons if you only have one weight of shock oil available to you. From the factory, Summit is equipped with #2 pistons in the front and #2 pistons in the rear.

Shock disassembly
The shocks must be removed from the vehicle and disassembled to change the pistons. Use the shock exploded views included with the model to aid in the assembly process.

1. Remove the spring and lower spring retainer from the shock.
2. Remove the shock cap (A) and empty the shock body of shock oil.
3. Remove the lower cap (B) and the X-ring from the shock body.
4. Use side cutters to grip the shock shaft just above the rod end (C). Remove the rod end from the shock shaft using the suspension multi-tool (C).
5. Remove the shock shaft with piston from the shock body out through the top of the shock body.

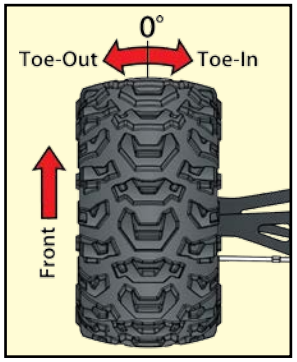
Shock assembly


Piston Installation/Removal

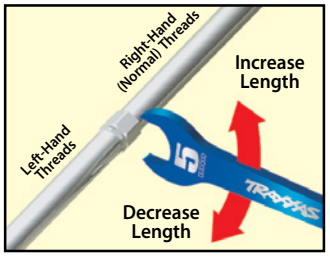
1. Replace the stock piston with desired optional piston. Be careful not to lose the small washer located below the piston.
2. Position the new piston onto the shock shaft above the small washer. Grip the threads of the shaft with side cutters or needlenose pliers and tighten the nut with the 4-way wrench to secure the assembly.
3. Insert the shock shaft assembly through the shock body until the piston bottoms out.
4. Lubricate the shaft and X-ring with silicone oil.
5. Install the X-ring over the shaft and into the bore of the shock body.
6. Install the lower cap using the suspension multi-tool (B).
7. Slide the bump stop onto the shaft.
8. Grip the shaft close to the threads with needlenose pliers or side cutters and thread the rod end onto the shock shaft until the rod end bottoms out (C).
9. Fill the shock with new silicone shock oil up to the top of the shock body. Slowly move the piston up and down (always keeping it submerged in oil) to release the air bubbles. Let the shock sit for a few minutes to allow any remaining air bubbles to surface.
10. Slowly thread the upper cap with the installed shock bladder onto the shock body with the suspension multi-tool (A). The excess oil will bleed out of the small hole in the shock cap. Tighten the shock cap until snug. Use the included steel shock wrench to hold onto the shock body while tightening.
11. Reinstall the spring and lower retainer.

ALIGNMENT SETTINGS

The alignment settings are critical for optimizing the performance of Summit. Adjust your alignment as carefully and precisely as you possibly can.

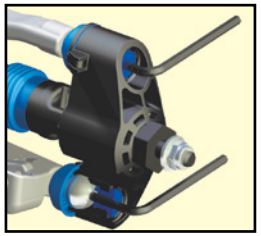


Toe Adjustment
The wheels can be adjusted to point straight ahead or have a toe-in or toe-out setting. To help you remember, look down at your feet. For toe-in, your feet point towards each other. For toe-out, your feet point away from each other. The toe angle of the front wheels can be adjusted by varying the length of the toe links that connect the steering linkage to the front axle carriers. The toe angle of the rear wheels can be adjusted by varying the length of the metal toe links that connect the rear bulkheads to the rear axle carriers. The front toe links and rear toe links are equipped with turnbuckles. The lengths of the toe links can be adjusted by turning them with the included 5mm Traxxas wrench.



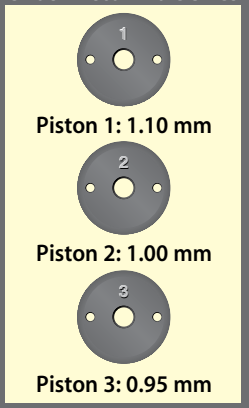
Toe Base Factory Settings
Front: 0-degrees
Rear: 1-degree toe-in each side

Static Camber Adjustment
The wheels can be set to have either positive or negative camber (see illustration below). The camber angle changes as the wheel moves up and down through its range of travel. Static camber is the camber angle at the wheel when the vehicle is set at its normal, stationary ride height.



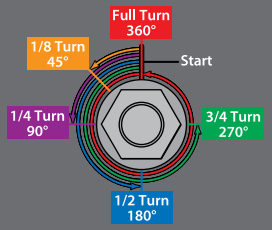
The suspension pivot balls located in the axle carriers adjust the static camber. The pivot balls are protected by blue dust plugs. To adjust your static camber, insert the supplied 2.5 mm hex wrench through the slit in the dust plug and engage the end of the pivot ball (compressing the suspension until the arms are parallel to the ground will allow for easier

Shock Piston Hole Sizes



Never slide the threads on the shock rod past the X-ring seal when it is installed and compressed by the bottom cap of the shock. Doing so will damage the seal and cause shock oil to leak.

To achieve a good starting point for the slipper clutch, tighten the slipper clutch adjusting nut clockwise until the slipper clutch adjusting spring fully collapses (do not over tighten), and then turn the slipper clutch nut counterclockwise ¼ to ½ turn.

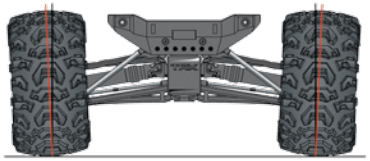


Use higher viscosity (thicker) diff oil for:
- More power to the wheels with the most traction
- Racing on low-traction smooth surfaces
- Better performance for climbing on uneven terrain

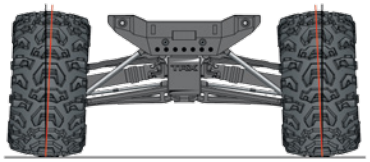
Using lower viscosity (thinner) diff oil for:
- More power to the wheels with least traction
- Racing on low-traction rough surfaces

hex wrench engagement). The upper pivot ball is normally screwed all the way in. Negative camber is achieved by screwing the pivot ball of the lower control arm out. **Note:** When camber is changed, the toe angle of the wheel has to be reset.

Static Camber Base Factory Settings
Front: 1-degree negative camber each side
Rear: 1-degree negative camber each side



Positive camber

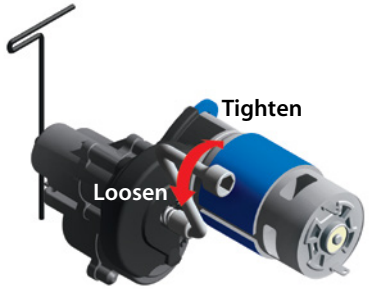


Negative camber

TRANSMISSION TUNING

Adjusting the Slipper Clutch

The Summit is equipped with an adjustable Torque Control slipper clutch, which is built into the large spur gear. The purpose of the slipper clutch is to regulate the amount of power sent to the rear wheels to prevent tire spin. When it slips, the slipper clutch makes a high-pitch, whining noise.



The slipper clutch is integrated into the main spur gear on the transmission. The slipper clutch is adjusted using the spring-loaded locknut on the slipper shaft and the supplied universal wrench. To tighten or loosen the slipper nut, insert the 2.0mm hex wrench into the hole in the end of the slipper shaft. This locks the shaft for adjustments. Turn the adjustment nut clockwise to tighten (less slippage) and counterclockwise to loosen (more slippage).

Tuning The Sealed Gear Differentials

When T-Lock is activated, the Summit's differentials are locked for maximum traction when climbing or traversing loose terrain. When T-Lock is deactivated, the Summit's differentials are "open," allowing the left and right wheels to spin at different speeds while turning so the tires do not scuff or skid. This decreases the truck's turning radius and increases steering performance.

The performance of the differentials can be tuned for different driving conditions and performance requirements. The differentials are filled with silicone differential fluid, and are sealed to maintain consistent long-term performance. Changing the oil in the differential with either lower or higher viscosity oil will vary the performance characteristics of the differentials. Changing to a higher viscosity oil in the differential will reduce the tendency for engine power to be transferred to the wheel with the least traction. You may notice this when making sharp turns on slick surfaces. The unloaded wheels on the inside of the turn have the least traction and tend to spin up to extremely high rpms. Higher viscosity (thicker) oil causes the differential to act like a limited-slip differential, distributing more equal power to the left and right wheels. Summit will generally benefit from higher viscosity oil when climbing, rock crawling, or racing on low-traction surfaces. ***Note:*** *Heavier oil will allow power to be transferred even with one or more tires off the ground. This can make the vehicle more likely to overturn.*

From the factory, both of Summit's differentials are filled with SAE 100,000W viscosity silicone oil. Only use silicone oil in the differentials. Traxxas offers SAE 10,000W, 30,000W and 50,000W viscosity oil to tune the action of the differentials. Lower-viscosity oil allows the differential to operate more freely. If most of your driving is done at high speed or on high-traction surfaces, filling the differentials with lower-viscosity fluid may improve handling. The differentials must be removed from the vehicle and disassembled to change/replace oil.

WHEELS AND TIRES

Many types of aftermarket tires and wheels can be adapted for use on your model. Most will affect the overall width and the suspension geometry of the model. The offsets and dimensions designed into the model's wheels are intentional; therefore, Traxxas cannot recommend the use of other non-Traxxas wheels with different specifications. The diameter of the wheels is an innovative design, and there is a variety of different tires available for you to experiment with in addition to the tires included on the

model (listed in your parts list). Experimentation with different types of tires is recommended to see which ones work the best on the terrain where the model is run. When selecting tires, consider the overall diameter and the rubber compound (hard or soft). If the overall diameter of the tire is significantly increased, you will need to use a smaller pinion gear to compensate for the larger tire. Soft compound tires with many short spikes generally work better on hard, dry surfaces. In loose dirt, a tire with large spikes should perform better. See your parts list for accessory wheels and tires.

MOTORS AND GEARING

The Summit's Titan™ 775 Motor has been carefully designed to match the needs of the Summit. The Titan is made to run efficiently at high voltage to provide more torque and longer run times. We do not recommend converting the Summit to a typical low-voltage setup using traditional 540 size motors. While these components will physically fit into the Summit, the system will not run as efficiently, losing power in the form of motor and battery heating. The result will be shorter run times, high current draw, and extreme battery and motor temperatures.

The Summit is equipped from the factory with a 68-tooth spur gear and 14-tooth pinion gear. Summit has a large range of gearing, making it suitable for many different types of applications and environments. If you want more acceleration and less top speed, use a smaller pinion gear (fewer teeth, higher numerical ratio). The overall reduction is the number of turns the motor makes for one revolution of the tire. Higher numerical ratios provide more torque, lower numerical ratios provide more top speed. **With the Titan 775 motor, do not use a pinion gear larger than 14-tooth with the stock 68-tooth spur gear.** Use the following formula to calculate the overall ratio for combinations not listed on the gear chart:

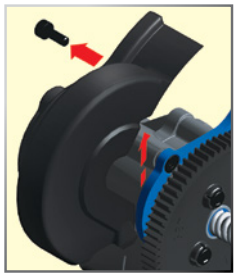
To find High Gear :

$$\frac{\text{\# Spur Gear Teeth}}{\text{\# Pinion Gear Teeth}} \times 5.22 = \text{Final Gear Ratio}$$

To find Low Gear :

$$\frac{\text{\# Spur Gear Teeth}}{\text{\# Pinion Gear Teeth}} \times 14.45 = \text{Final Gear Ratio}$$

Adjusting Gear Mesh

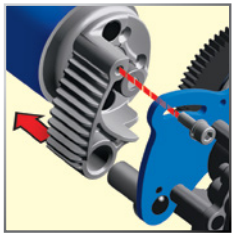


Incorrect gear mesh is the most common cause of stripped spur gears. Gear mesh should be checked and adjusted anytime a gear is replaced. Access the gears by removing the single screw on the top gear cover.



To set the gear mesh, cut a narrow strip of notebook paper and run it into the gear mesh of the motor. The motor is mounted to an aluminum motor mount. Loosen the single motor mount screw with the provided 3mm wrench to slide the motor mount. Slide the motor and pinion gear into the spur gear. Retighten the motor mount screw and then remove the strip of paper. You should be able to run a fresh strip of paper through the gears without binding them.

Motor Installation



To access the motor, remove the gear cover by removing the single screw on the top of the gear cover. The motor uses an aluminum mount for quick, easy motor access and gearing adjustment. To remove the motor, remove the single large hex screw using the supplied 3mm wrench. Then, rotate the motor and mount to the side of the model and slide backward off the post.

In addition to the 4mm holes used to mount the Summit's Titan 775 motor, the motor plate has additional holes that accept standard 540 motors (or other motors that use 3mm screws and 25mm mounting hole spacing). There are two sets of holes provided for 540 motors. They are:

1. Low CG (center of gravity) installation (mounts the motor low to the chassis for best handling performance)
2. High CG installation (mounts motor higher for more clearance for larger motors or aftermarket heat sinks)

Gearing Compatibility Chart:
The chart below shows a full range of gear combinations. This does NOT imply that these gear combinations should be used. Over-gearing (bigger pinions, smaller spurs) can overheat and damage the motor and/or speed control.

High Gear

Pinion Gear \ Spur Gear	62	65	68
12	26.96	28.26	29.57
13	24.89	26.09	27.29
14	23.11	24.23	25.34
15	21.57	22.61	23.65
16	20.22	21.20	22.18
17	19.03	19.95	20.87
18	17.97	18.84	19.71

Low Gear

Pinion Gear \ Spur Gear	62	65	68
12	74.66	78.27	81.88
13	68.91	72.25	75.58
14	63.99	67.09	70.18
15	59.73	62.62	65.51
16	55.99	58.70	61.41
17	52.70	55.25	57.80
18	49.77	52.18	54.59

Stock factory gearing

For two 6- or 7-cell NiMH batteries and 4S LiPo batteries

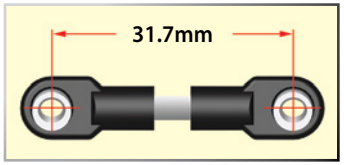
Not recommended

DUAL SERVO STEERING SYSTEM

Summit uses dual-servo steering and a single heavy-duty servo saver for powerful, responsive steering. To prevent unnecessary receiver battery drain, it is important to make sure that the servos are "at rest" when the steering is at neutral. If one servo is out of adjustment, then both servos will work against each other, fighting to find center.

Adjusting The Steering System

1. Remove the servo horns and steering links from the servos. Disconnect the steering links from the servo saver.
2. Adjust both steering links to be the exact same length (31.7mm - use "Steering Link Length Template" to set length).
3. Switch on the power to the receiver and the transmitter.



Steering Link Length Template

4. Adjust the steering trim on the transmitter to the neutral "0" position.
5. Connect one end of a steering link to the steering servo saver arm and the other end to the servo horn.
6. Position the steering servo saver arm perpendicular to the centerline of the vehicle.
7. While holding the steering servo saver arm in the position mentioned in step 6, install the servo horn onto the servo such that the steering link is parallel with the centerline of the vehicle. This will automatically set the servo horn at the 7-degree offset shown in the illustration.
8. Install the second servo horn on the other side following the same procedure.



If necessary, fine-tune the length of the second steering link to eliminate any load on the steering system in the neutral position. If you are using aftermarket servos, it is important to use servo horns designed for Summit. Optional steering servo horns are sold separately for use with non-Traxxas servos.

T-LOCK SERVO INSTALLATION

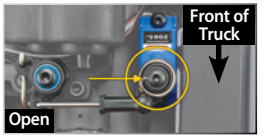
The Summit's T-Lock differential control servos are installed and pre-set at the factory. If you need to remove the servos or the servo horns for maintenance or cleaning, carefully note their orientation when you reinstall them to make certain the T-Lock system operates properly.

Before reinstalling the spring-loaded servo horns, reset the servos' output shafts to the "diffs open" position.

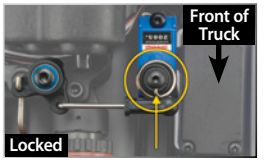
1. Switch the transmitter and receiver on and plug the T-Lock servos into their correct positions on the receiver unit (*see page 10*).
2. Operate the transmitter's T-Lock switch to make certain both servos operate properly, then place the switch in the full-up position for unlocked front and rear diffs (*see page 18*).
3. Install the servo horns as shown below. Switch the transmitter and on-board electronics off before completing the installation.

Front Differential T-Lock Servo

Differential Open: Install the spring-loaded servo horn so the spring slot is parallel to the linkage and the bellcrank is pushed away from the servo, as viewed in the photo.

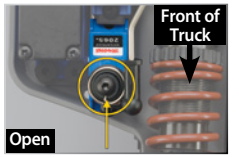


Differential Locked: Switch the transmitter and receiver on. Move the T-Lock switch to the middle position to lock the front differential. Confirm that the servo's output shaft turns counterclockwise to rotate the servo horn to the position shown, with the spring slot perpendicular to the linkage and the bellcrank pulled toward the servo.

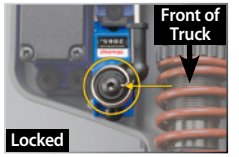


Rear Differential T-Lock Servo

Differential Open: Install the spring-loaded servo horn so the spring slot is parallel to the linkage and the bellcrank is pulled toward the servo, as viewed in the photo.



Differential Locked: Switch the transmitter and receiver on. Move the T-Lock switch to the bottom position to lock the rear differential. Confirm that the servo's output shaft turns counterclockwise to rotate the servo horn to the position shown, with the spring slot perpendicular to the linkage and the bellcrank pushed away from the servo.



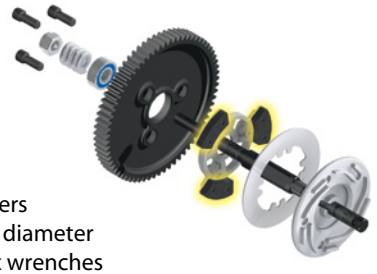
Your model requires timely maintenance in order to stay in top running condition. **The following procedures should be taken very seriously.**

Inspect the vehicle for obvious damage or wear. Look for:

1. Cracked, bent, or damaged parts
2. Check the wheels and steering for binding.
3. Check the operation of the shock absorbers.
4. Check the wiring for any frayed wires or loose connections.
5. Check the mounting of the receiver and servo(s) and speed control.
6. Check the tightness of the wheel nuts with a wrench.
7. Check the operation of the radio system, especially the condition of the batteries.
8. Check for any loose screws in the chassis structure or suspension.
9. Inspect the gears for wear, broken teeth, or debris lodged between the teeth.
10. Check the tightness of the slipper clutch.
11. Check the tightness of the front pivot balls.

Other periodic maintenance:

- Slipper clutch pads (friction material): Under normal use, the friction material in the slipper clutch should wear very slowly. If the thickness of any one of the slipper clutch pads is 1.8mm or less, the friction disc should be replaced. Measure the pad thickness using calipers or measuring against the diameter of the 1.5 and 2.0mm hex wrenches provided with the model.



- Chassis: Keep the chassis clean of accumulated dirt and grime. Periodically inspect the chassis for damage.
- Motor: Every 10-15 runs, remove, clean, and lubricate the motor. Use a product such as electric motor cleaning spray to flush dirt out of the motor. After cleaning, lubricate the bushings at each end of the motor with a drop of light-weight electric motor oil.
- Shocks: Keep the oil level in the shocks full. Use only 100% pure silicone shock oil to prolong the life of the seals. If you are experiencing leakage around the top of the shock, inspect the bladder in the top cap for signs of damage or distortion from overtightening. If the bottom of the shock is leaking, then it is time for a rebuild. The Traxxas rebuild kit for two shocks is part #5462.
- Suspension: Periodically inspect the model for signs of damage, such as bent or dirty suspension pins, bent turnbuckles, loose screws, and any signs of stress or bending. Replace components as needed.
- Driveline: Inspect the driveline for signs of wear such as worn drive yokes, dirty axle half shafts, and any unusual noise or binding. Remove the gear cover. Inspect the spur gear for wear and check the tightness of the set screw in the pinion gear. Tighten, clean, or replace components as needed.

Storage

When you are through running the model for the day, blow it off with compressed air or use a soft bristled paint brush to dust-off the vehicle. Always disconnect and remove the batteries from the model whenever the model is stored. If the model will be stored for a long time, then also remove the batteries from the transmitter.

If you have questions or need technical assistance, call Traxxas at

1-888-TRAXXAS

(1-888-872-9927) (U.S. residents only)

Always wear eye protection when using compressed air or spray cleaners and lubricants.

Starting Over: Restoring Factory Defaults

When programming your TQi transmitter, you may feel the need to start over with a clean slate. Follow these simple steps to restore the factory settings:

1. Turn the transmitter off.
2. Hold both MENU and SET.
3. Turn the transmitter on.
4. Release MENU and SET. The transmitter LED will blink red.
5. Press SET to clear settings. The LED will turn solid green and the transmitter is restored to default.

Throttle Trim Seek Mode

When the Multi-Function knob is set to throttle trim, the transmitter remembers the throttle trim setting. If the throttle trim knob (Multi-Function knob) is moved from the original setting while the transmitter is off, or while the transmitter was used to control another model, the transmitter ignores the actual position of the trim knob. This prevents the model from accidentally running away. The LED on the face of the transmitter will rapidly blink green and the throttle trim knob (Multi-Function knob) will not adjust the trim until it is moved back to its original position saved in memory. To restore throttle trim control, simply turn the Multi-Function knob either direction until the LED stops blinking.

Your Traxxas transmitter has a programmable Multi-Function knob that can be set to control various advanced transmitter functions (set to Steering Sensitivity by default, see page 15). Accessing the programming menu is done by using the menu and set buttons on the transmitter and observing signals from the LED. An explanation of the menu structure follows on page 30. Experiment with the settings and features to see if they can improve your driving experience.

Throttle Sensitivity (Throttle Exponential)
The Multi-Function knob can be set to control Throttle Sensitivity. Throttle Sensitivity works the same way as Steering Sensitivity, as described on page 15, but applies the effect to the throttle channel. Only forward throttle is affected; brake/reverse travel remains linear regardless of the Throttle Sensitivity setting.

Steering Percentage (Dual-Rate)
The Multi-Function knob can be set to control the amount (percentage) of servo travel applied to steering. Turning the Multi-Function knob fully clockwise will deliver maximum steering throw; turning the knob counterclockwise reduces steering throw (***Note:*** *turning the dial counterclockwise to its stop will eliminate all servo travel*). Be aware that the steering End Point settings define the servo's maximum steering throw. If you set Steering Percentage to 100% (by turning the Multi-Function knob fully clockwise), the servo will travel all the way to its selected end point, but not past it. Many racers set Dual-Rate so they have only as much steering throw as they need for the track's tightest turn, thus making the model easier to drive throughout the rest of the course. Reducing steering throw can also be useful in making a model easier to control on high-traction surfaces, and limiting steering output for oval racing where large amounts of steering travel are not required.

Braking Percentage
The Multi-Function knob may also be set to control the amount of brake travel applied by the servo in a nitro-powered model. Electric models do not have a servo-operated brake, but the Braking Percentage function still operates the same way in electric models. Turning the Multi-Function knob full clockwise will deliver maximum brake throw; turning the knob counterclockwise reduces brake throw (***Note:*** *Turning the dial counterclockwise to its stop will eliminate all brake action*).

Throttle Trim
Setting the Multi-Function knob to serve as throttle trim will allow you to adjust the throttle's neutral position to prevent unwanted brake drag or throttle application when the transmitter trigger is at neutral. **Note**: Your transmitter is equipped with a Throttle Trim Seek mode to prevent accidental runaways. See the sidebar for more information.

Steering and Throttle End Points
The TQi transmitter allows you to choose the limit of the servo's travel range (or its "end point") independently for left and right travel (on the steering channel) and throttle/brake travel (on the throttle channel). This allows you to fine-tune the servo settings to prevent binding caused by the servo moving steering or throttle linkages (in the case of a nitro model) farther than their mechanical limits. The end point adjustment settings you select will represent what you wish to be the servo's maximum travel; the Steering Percentage or Braking Percentage functions will not override the End Point settings.

Steering and Throttle Sub-Trim
The Sub-Trim function is used to precisely set the neutral point of the steering or throttle servo in the event that simply setting the trim knob to "zero" does not completely center the servo. When selected, Sub-Trim allows finer adjustment to the servo output shaft's position for precise setting of the neutral point. Always set the Steering Trim knob to zero before making final adjustment (if required) using Sub-Trim. If Throttle Trim has been previously adjusted, the Throttle Trim will need to be reprogrammed to "zero" before making final adjustment using Sub-Trim.

Setting Lock
Once you've adjusted all of these settings the way you like them, you may want to disable the Multi-Function knob so none of your settings can be changed. This is especially handy if you operate multiple vehicles with a single transmitter via Traxxas Link™ Model Memory.

Multiple Settings and the Multi-Function Knob
It is important to note that settings made with the Multi-Function knob are "overlaid" on top of each other. For example, if you assign the Multi-Function to adjust Steering Percentage and set it for 50%, then reassign the knob to control Steering Sensitivity, the transmitter will "remember" the Steering Percentage setting. Adjustments you make to Steering Sensitivity will be applied to the 50% steering throw setting you selected previously. Likewise, setting the Multi-Function knob to "disabled" will prevent the knob from making further adjustments, but the last setting of the Multi-Function knob will still apply.

TRAXXAS LINK MODEL MEMORY

Traxxas Link Model Memory is an exclusive, patent-pending feature of the TQi transmitter. Each time the transmitter is bound to a new receiver, it saves that receiver in its memory, along with all the settings assigned to that receiver. When the transmitter and any bound receiver are switched on, the transmitter automatically recalls the settings for that receiver. There is no need to manually select your vehicle from a list of model memory entries.

Model Lock
The Traxxas Link Model Memory feature can store up to thirty models (receivers) in its memory. If you bind a thirty-first receiver, Traxxas Link Model Memory will delete the "oldest" receiver from its memory (in other words, the model you used the longest time ago will be deleted). Activating Model Lock will lock the receiver in memory so it cannot be deleted.

You may also bind multiple TQi transmitters to the same model, making it possible to pick up any transmitter and any previously bound model in your collection and simply turn them on and drive. With Traxxas Link Model Memory, there is no need to remember which transmitter goes with which model, and there is never a need to have to select any model from a list of model memory entries. The transmitter and receiver do it all for you automatically.

To activate Model Lock:
1. Switch on the transmitter and receiver you wish to lock.
2. Press and hold MENU. Release when the status LED blinks green.
3. Press MENU three times. The status LED will blink green four times repeatedly.
4. Press SET. The status LED will blink green in single-flash intervals.
5. Press SET once. The status LED will blink red once repeatedly.
6. Press MENU once. The status LED will blink red twice repeatedly.
7. Press SET. The LED will blink rapidly green. The memory is now locked. Press and hold MENU to return to driving mode.
   Note: To unlock a memory, press SET twice at step 5. The LED will blink rapidly green to indicate the model is unlocked. To unlock all models, press MENU twice at step 6 and then press SET.

To delete a model:
At some point, you may wish to delete a model you no-longer drive from the memory.
1. Switch on the transmitter and receiver you wish to delete.
2. Press and hold MENU. Release when the status LED blinks green.
3. Press MENU three times. The status LED will blink green four times repeatedly.
4. Press SET once. The status LED will blink green once repeatedly.
5. Press MENU once. The status LED will blink green twice repeatedly.
6. Press SET. The memory is now selected to be deleted. Press SET to delete the model. Press and hold MENU to return to driving mode.

TRANSMITTER LED CODES

LED Color / Pattern	Name	Notes
Solid green	Normal Driving Mode	See page 13 for information on how to use your transmitter controls.
Slow red (0.5 sec on / 0.5 sec off)	Binding	See page 15 for more information on binding.
Flashing fast green (0.1 sec on / 0.15 sec off)	Throttle Trim Seek Mode	Turn the Multi-Function knob right or left until the LED stops flashing. See page 28 for more information.
Flashing medium red (0.25 sec on / 0.25 sec off)	Low Battery Alarm	Put new batteries in the transmitter. See page 11 for more information.
Flashing fast red (0.125 sec on / 0.125 sec off)	Link Failure / Error	Transmitter and receiver are no longer bound. Turn the system off and then back on to resume normal operation. Find source of the link failure (i.e., out of range, low batteries, damaged antenna).
Programming Patterns		
or	Counts out number (green or red), then pauses	Current menu position	See Menu Tree for more information.
x8	Fast green 8 times	Menu setting accepted (on SET)	
x8	Fast red 8 times	Menu SET invalid	User error, such as trying to delete a locked model.

RECEIVER LED CODES

LED Color / Pattern	Name	Notes
Solid green	Normal Driving Mode	See page 13 for information on how to use your transmitter controls.
Slow red (0.5 sec on / 0.5 sec off)	Binding	See page 15 for more information on binding.
Flashing fast red (0.125 sec on / 0.125 sec off)	Fail-Safe / Low Voltage Detect	Consistent low voltage in the receiver triggers Fail-Safe so there is enough power to center the throttle servo before it completely loses power.

Failsafe

Your Traxxas radio system is equipped with a built-in failsafe function that returns the throttle to its last saved neutral position in the event of a signal loss. The LED on the transmitter and on the receiver will rapidly flash red.

In order to re-acquire the signal after the failsafe has activated, you will need to walk a longer distance closer to the model than the distance the model travelled out of range. Simply keep walking towards the model until you re-acquire the signal.

MENU TREE

The Menu Tree below shows how to navigate through the TQi transmitter's various settings and functions. Press and hold MENU to enter the Menu Tree, and use the following commands to navigate through the menu and select options.

MENU: When you enter a menu, you always start at the top. Press MENU to move down the Menu Tree. When you reach the bottom of the tree, pressing MENU again will return you to the top.

SET: Press SET to move across the Menu Tree and select options. When an option is committed to the transmitter's memory, the status LED will rapidly blink green.

BACK: Press both MENU and SET to go back one level in the Menu Tree.

EXIT: Press and hold MENU to exit programming. Your selected options will be saved.

ECHO: Press and hold SET to activate the "echo" function. Echo will "play back" your current position on the Menu Tree should you lose your place. For example: If your current position is Steering Channel End Points, holding SET will cause the LED to blink green twice, green once, and then red three times. Echo will not alter your adjustments or change your position in the programming sequence.

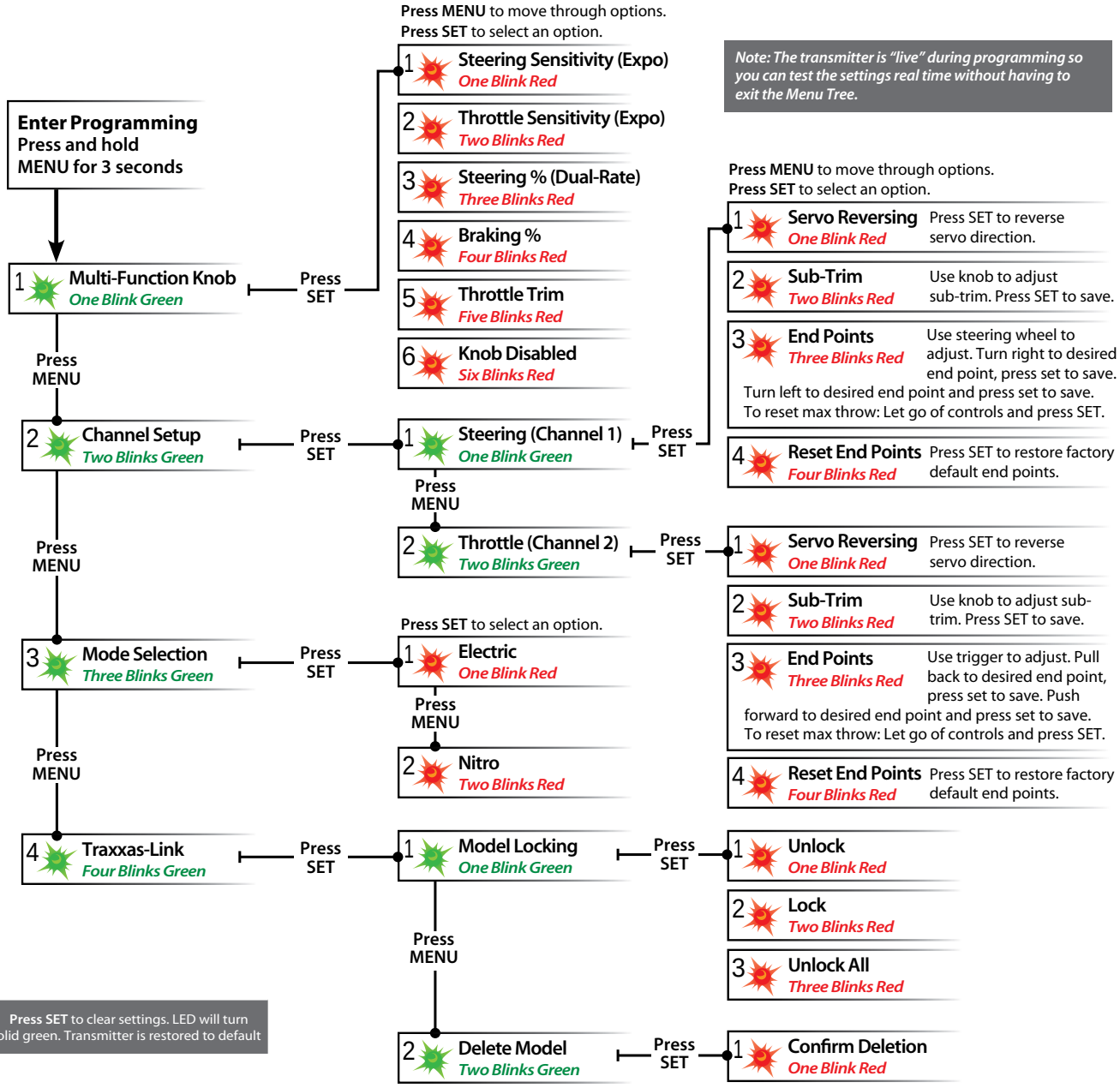
Below is an example of how to access a function in the Menu Tree. In the example, the user is setting the Multi-Function knob to be a steering dual-rate control.

To set the Multi-Function knob to control STEERING DUAL-RATE (%):

1. Switch the transmitter on.
2. Press and hold MENU until the green LED lights. It will blink in single intervals.
3. Press SET. The red LED will blink in single intervals to indicate Steering Dual-Rate has been selected.
4. Press MENU twice. The red LED will blink three times repeatedly to indicate Steering Percentage has been selected.
5. Press SET to select. The green LED will blink 8 times fast to indicate successful selection.
6. Press and hold MENU to return to driving mode.

Restoring Factory Defaults:

Transmitter OFF	Hold both MENU and SET	Transmitter ON	Release MENU and SET red LED blinks	Press SET to clear settings. LED will turn solid green. Transmitter is restored to default



Set Multi-Function knob for STEERING SENSITIVITY (Expo)	**Press/hold MENU** green LED blinks	**Press SET** red LED blinks	x8 **Press SET to confirm** green LED blinks (x8)	**Press/hold MENU** returns to driving mode						
Set Multi-Function knob for THROTTLE SENSITIVITY (Expo)	**Press/hold MENU** green LED blinks	**Press SET** red LED blinks	x2 **Press MENU to confirm** red LED blinks (x2)	x8 **Press SET to select** green LED blinks (x8)	**Press/hold MENU** returns to driving mode					
Set Multi-Function knob for STEERING DUAL-RATE (%)	**Press/hold MENU** green LED blinks	**Press SET** red LED blinks	x3 **Press MENU twice** red LED blinks (x3)	x8 **Press SET to select** green LED blinks (x8)	**Press/hold MENU** returns to driving mode					
Set Multi-Function knob for BRAKING PERCENTAGE (%)	**Press/hold MENU** green LED blinks	**Press SET** red LED blinks	x4 **Press MENU 3 times** red LED blinks (x4)	x8 **Press SET to select** green LED blinks (x8)	**Press/hold MENU** returns to driving mode					
Set Multi-Function knob for THROTTLE TRIM	**Press/hold MENU** green LED blinks	**Press SET** red LED blinks	x5 **Press MENU 4 times** red LED blinks (x5)	x8 **Press SET to select** green LED blinks (x8)	**Press/hold MENU** returns to driving mode	Adjust the Multi-Function knob until the LED turns solid green.				
To LOCK the Multi-Function knob	**Press/hold MENU** green LED blinks	**Press SET** red LED blinks	x6 **Press MENU 5 times** red LED blinks (x6)	x8 **Press SET to lock** green LED blinks (x8)	**Press/hold MENU** returns to driving mode					
To REVERSE the direction of STEERING servo	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	**Press SET** red LED blinks	x8 **Press SET** to reverse servo direction	**Press/hold MENU** returns to driving mode				
To set the SUB TRIM of the STEERING servo	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	**Press SET** red LED blinks	x2 **Press MENU** red LED blinks (x2)	**Use Multi-Function knob** to set neutral	x8 **Press SET** to save position	**Press/hold MENU** returns to driving mode		
To set the END POINTS of the STEERING servo	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	**Press SET** red LED blinks	x3 **Press MENU twice** red LED blinks (x3)	**Turn steering wheel** to desired max left and right travel	x8 **Press SET** to save each position	**Turn steering wheel** to test settings	IF END POINTS ARE OK: **Press/hold MENU** returns to driving mode	IF END POINTS NEED TO BE CHANGED: **Press SET** and repeat steps 6-8
To reset the END POINTS of STEERING servo to defaults	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	**Press SET** red LED blinks	x4 **Press MENU 3 times** red LED blinks (x4)	x8 **Press SET** to reset end points	**Press/hold MENU** returns to driving mode			
To REVERSE the direction of THROTTLE servo	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** red LED blinks	x8 **Press SET** to reverse servo direction	**Press/hold MENU** returns to driving mode			
To set the SUB TRIM of the THROTTLE servo	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** red LED blinks	x2 **Press MENU** red LED blinks (x2)	**Use Multi-Function knob** to set neutral	x8 **Press SET** to save position	**Press/hold MENU** returns to driving mode	
To set the END POINTS of the THROTTLE servo	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** red LED blinks	x3 **Press MENU twice** red LED blinks (x3)	**Use throttle trigger** to set desired max throttle or brake	**Press SET** to save Use trigger to test	IF END POINTS ARE OK: **Press/hold MENU** returns to driving mode	IF END POINTS NEED TO BE CHANGED: **Press SET** and repeat steps 7-9
To reset the END POINTS of THROTTLE servo to defaults	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** red LED blinks	x4 **Press MENU 3 times** red LED blinks (x4)	x8 **Press SET** green LED blinks (x8)	**Press/hold MENU** returns to driving mode		
To REVERSE the direction of SHIFT servo	**Press/hold MENU** green LED blinks	x2 **Press MENU** green LED blinks (x2)	**Press SET** green LED blinks	x3 **Press MENU twice** green LED blinks (x3)	**Press SET** red LED blinks	x8 **Press SET** to reverse servo direction	**Press/hold MENU** returns to driving mode			

MENU TREE FORMULAS

To select functions and make adjustments to the TQi transmitter without referencing the Menu Tree, turn your transmitter on, find the function in the left column you wish to adjust, and simply follow the corresponding steps.



Always turn your transmitter on first.

The Traxxas Link Wireless Module is sold separately (part #6511). The Traxxas Link application is available from the Apple App store for iPhone, iPad, or iPod touch and on Google Play for Android devices. iPhone, iPad, iPod touch, or the Android device are not included with the Traxxas Link Wireless Module.

For more information about the Traxxas Link Wireless Module and the Traxxas Link application, visit Traxxas.com.

Available on the App Store

ANDROID APP ON Google play

PROGRAMMING YOUR TQi TRANSMITTER WITH YOUR APPLE iPHONE, iPAD, iPOD TOUCH, OR ANDROID MOBILE DEVICE



The Traxxas Link™ Wireless Module (part #6511, sold separately) for the TQi transmitter installs in minutes to transform your Apple® iPhone®, iPad®, iPod touch®, or Android™ device into a powerful tuning tool that allows you to replace the transmitter's button/LED programming system with an intuitive, high-definition, full-color graphical user interface.

Traxxas Link

The powerful Traxxas Link app (available in the Apple App Store℠ or on Google Play™) gives you complete control over the operation and tuning of your Traxxas model with stunning visuals and absolute precision. Install Traxxas Link telemetry sensors on the model, and Traxxas Link displays real-time data such as speed, RPM, temperature, and battery voltage.



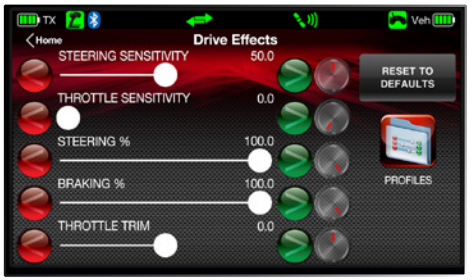
TRAXXAS LINK

Compatible with:
iPod touch (5th generation and later)
iPad (3rd generation and later)
iPad mini
Android 4.4 (and later)

iPhone 4S
iPhone 5
iPhone 5C
iPhone 5S

Intuitive iPhone, iPad, iPod touch, and Android interface

Traxxas Link makes it easy to learn, understand, and access powerful tuning options. Control Drive Effects settings such as steering and throttle sensitivity; steering percentage; braking strength; and throttle trim by simply touching and dragging the sliders on the screen.



Tap and slide to adjust Steering Sensitivity, Throttle Trim, Braking Percent, and more!

Real-Time Telemetry

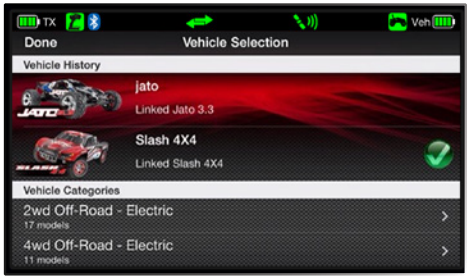
When you equip your model with sensors, the Traxxas Link dashboard comes to life showing you speed, battery voltage, RPM, and temperature. Set threshold warnings and log maximums, minimums, or averages. Use the recording function to document your dashboard view, with sound, so that you can keep your eyes on your driving and not miss a single apex.



The customizable Traxxas Link dashboard delivers real-time rpm, speed, temperature, and voltage data.

Manage up to 30 Models with Traxxas Link

The TQi radio system automatically keeps track of what vehicles it has bound to and what settings were used for each--up to 30 models total! Traxxas Link provides a visual interface to name the models, customize their settings, attach profiles, and lock them into memory. Simply choose a model and any previously bound transmitter, power them up, and start having fun.



Traxxas Link Model Memory simplifies organizing your collection of vehicles.

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OWNER'S MANUAL

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1-888-TRAXXAS

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