

Assembly Manual



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1. Introduction

Welcome and thank you for choosing the Elcon Models TRAXX 2WD off-road buggy!

In this quick guide for assembly of the TRAXX, we guide you through the build of the car.

Each step can contain 1 or more components for assembly.

We will start building at the rear-end and will end with the front of the car.

NOTE: Each item in the building kit is packed with its needed assembly materials.

We advise you to unpack only the part needed per building step.

This document is meant as guide and help for building your car.

Pictures, colours, items can be subject of change and might differ from the part delivered.

We wish you a lot of pleasure in building and driving the car.

2. General guide lines

It is advised to degrease components where are used bolts to assemble the item in place. Degreasing can be done using brake cleaner or any similar product.

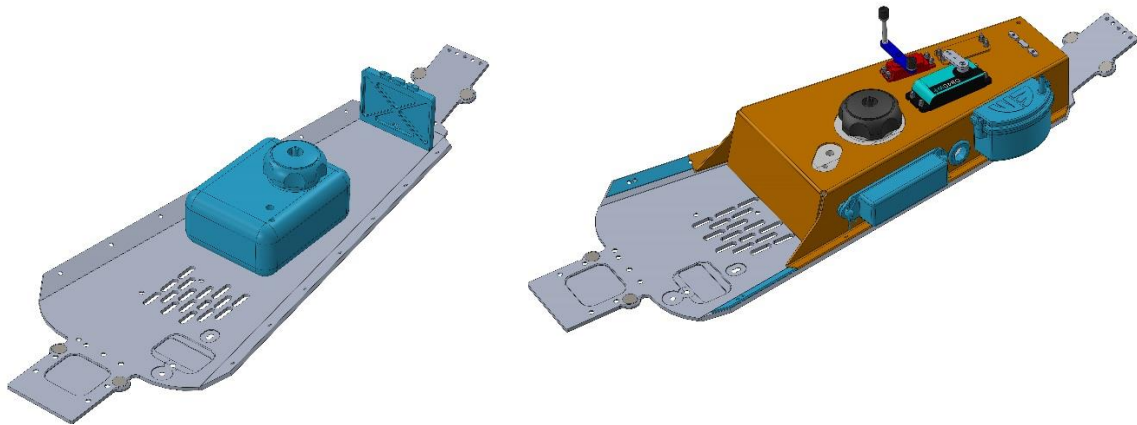
When mounting components to the chassis we advise to use Loctite. Only where nyloc nuts are used Loctite is not needed. It is advised to use Loctite 243 (blue).

When running the car first time, it can happen parts come loose due to vibrations. Do not go out for much longer than 5 minutes running the car first time. Check you car on loose bolts after the first 5 minutes. Better be safe than sorry.

After racing store your car in a dry place.

We wish you a joyful build and a great time driving your new purchased kit.

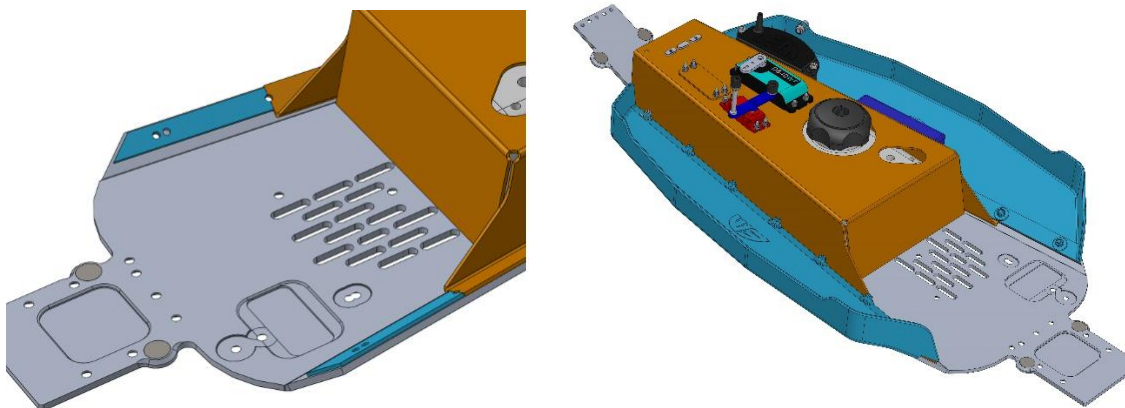
3. Mid Section



The fuel tank and front end plate are mounted onto the chassis.

Pre-assemble the servos in the top deck together with the radio box. Install the open rubber grommet in the hole of the top deck to protect your wires. With the radio box a closed grommet is supplied. Use a hobby knife and make a line cut. Servo wires can go through this cut into the radio box. Slide over at the end of the top deck, where the middle bended edge goes back to the chassis, the rubber anti-vibrant strip.

Use your Tx/Rx manual for wiring and setting up your radio.

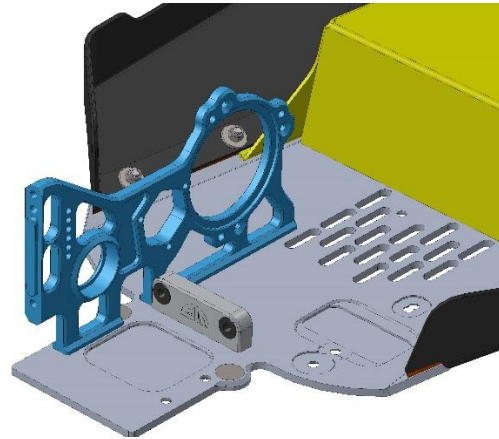
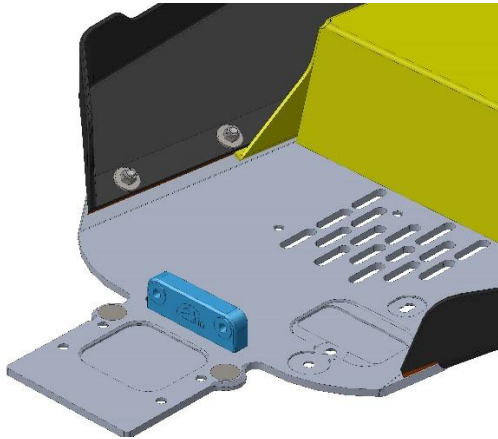


Mount the side guards to the chassis, do not forget to put the top deck strips of the left picture.

Start mounting the chassis side guards starting at the middle hole. There is 1 bushing with thread inside. Together with the shorter screw this is used on the right side guard at the last rear hole at the engine pull starter.

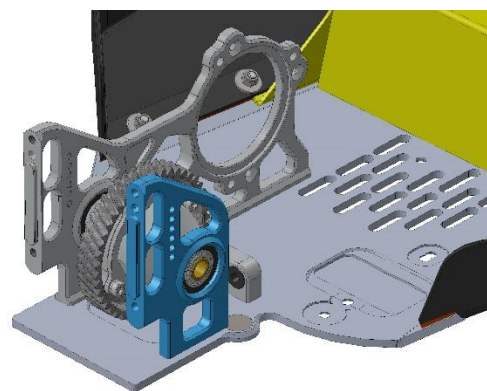
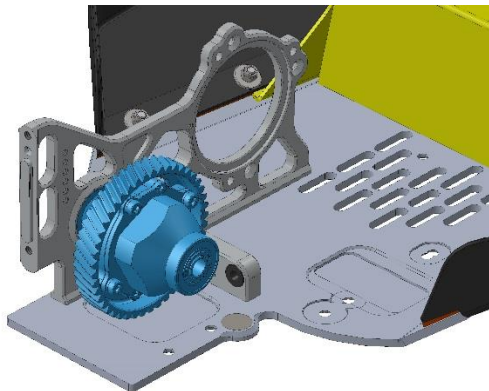
4. Rear End

4.1 Gear train & Dif

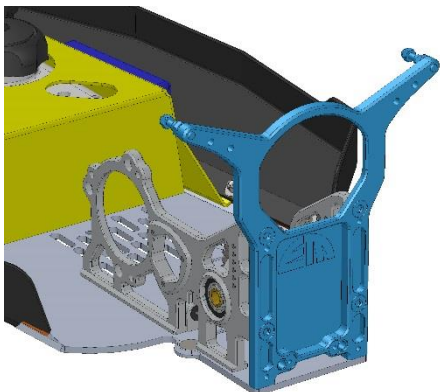


Insert the bushings into the wishbone mount.

Mount the wishbone mount to the chassis and assemble the main gear plate to the chassis.



Mount the dif gear to the differential and place it in the main gear plate. Place the dif mount on the other side and secure in place.



The rear shock tower is mounted on the main gear plate and dif mount. Make sure it sits correct in the slots.

Mount the shock bolts in the top ears of the shock tower.

4.2 Clutch bell

Put a bearing in the clutch carrier.

Place a shim ring on the clutch bell.

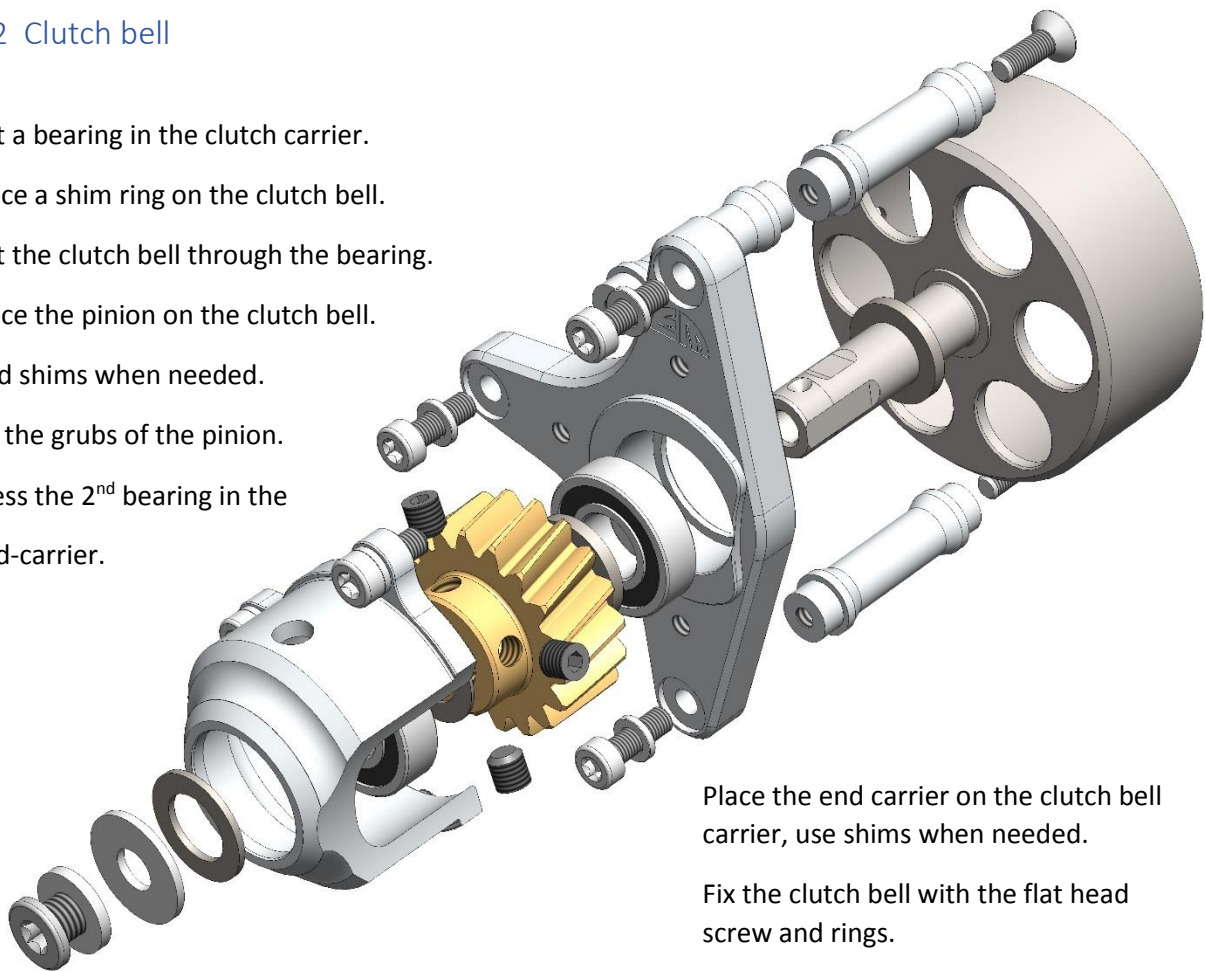
Put the clutch bell through the bearing.

Place the pinion on the clutch bell.

Add shims when needed.

Fix the grubs of the pinion.

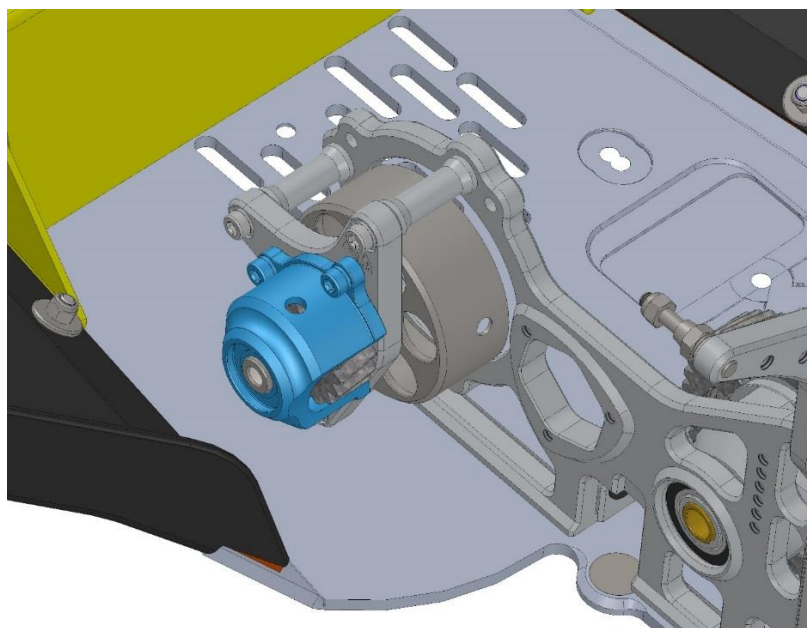
Press the 2nd bearing in the end-carrier.



Place the end carrier on the clutch bell carrier, use shims when needed.

Fix the clutch bell with the flat head screw and rings.

The whole unit can be mounted now with the 3 distance posts to the main gear plate as shown below.

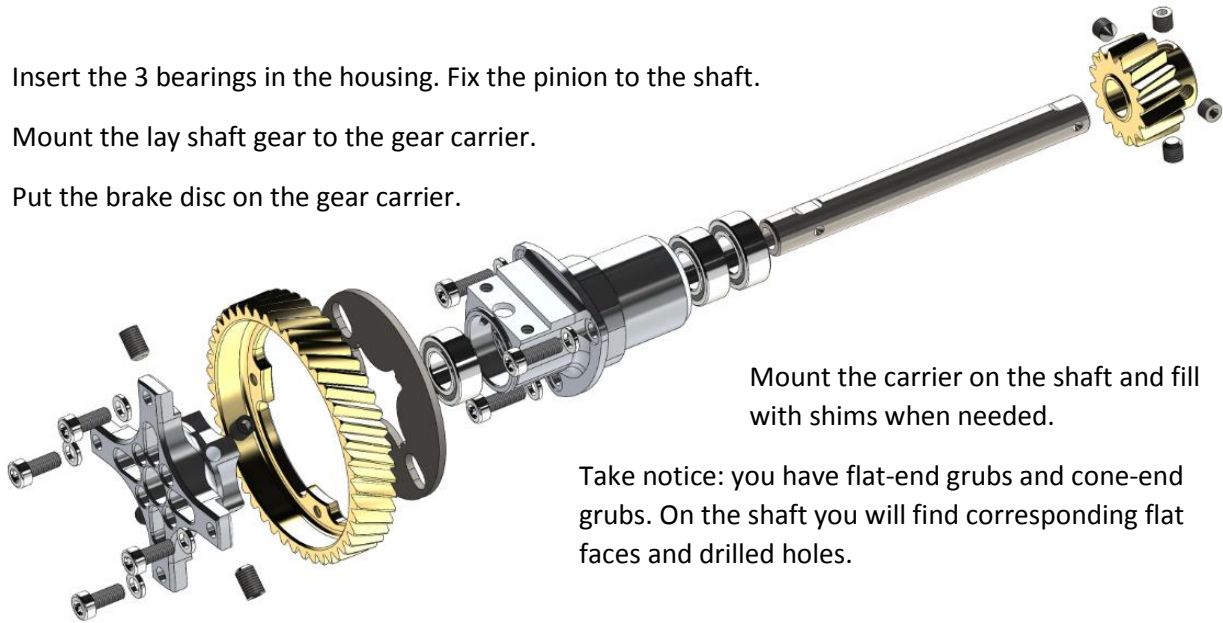


4.3 Lay Shaft

Insert the 3 bearings in the housing. Fix the pinion to the shaft.

Mount the lay shaft gear to the gear carrier.

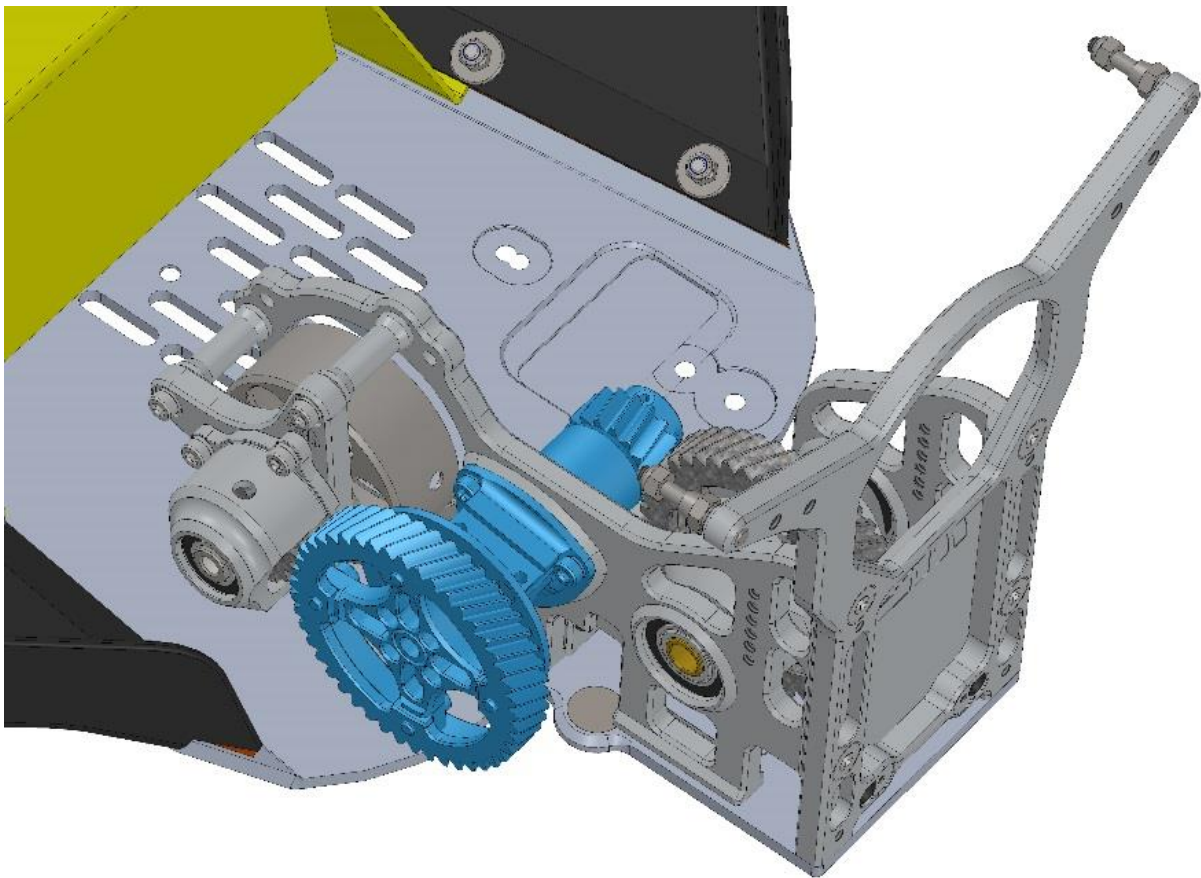
Put the brake disc on the gear carrier.



Mount the carrier on the shaft and fill with shims when needed.

Take notice: you have flat-end grubs and cone-end grubs. On the shaft you will find corresponding flat faces and drilled holes.

Mount the pre-assembled lay shaft into the main gear plate.



4.4 Central Brake

Insert the bushings, cut off extending parts of the flange when needed.

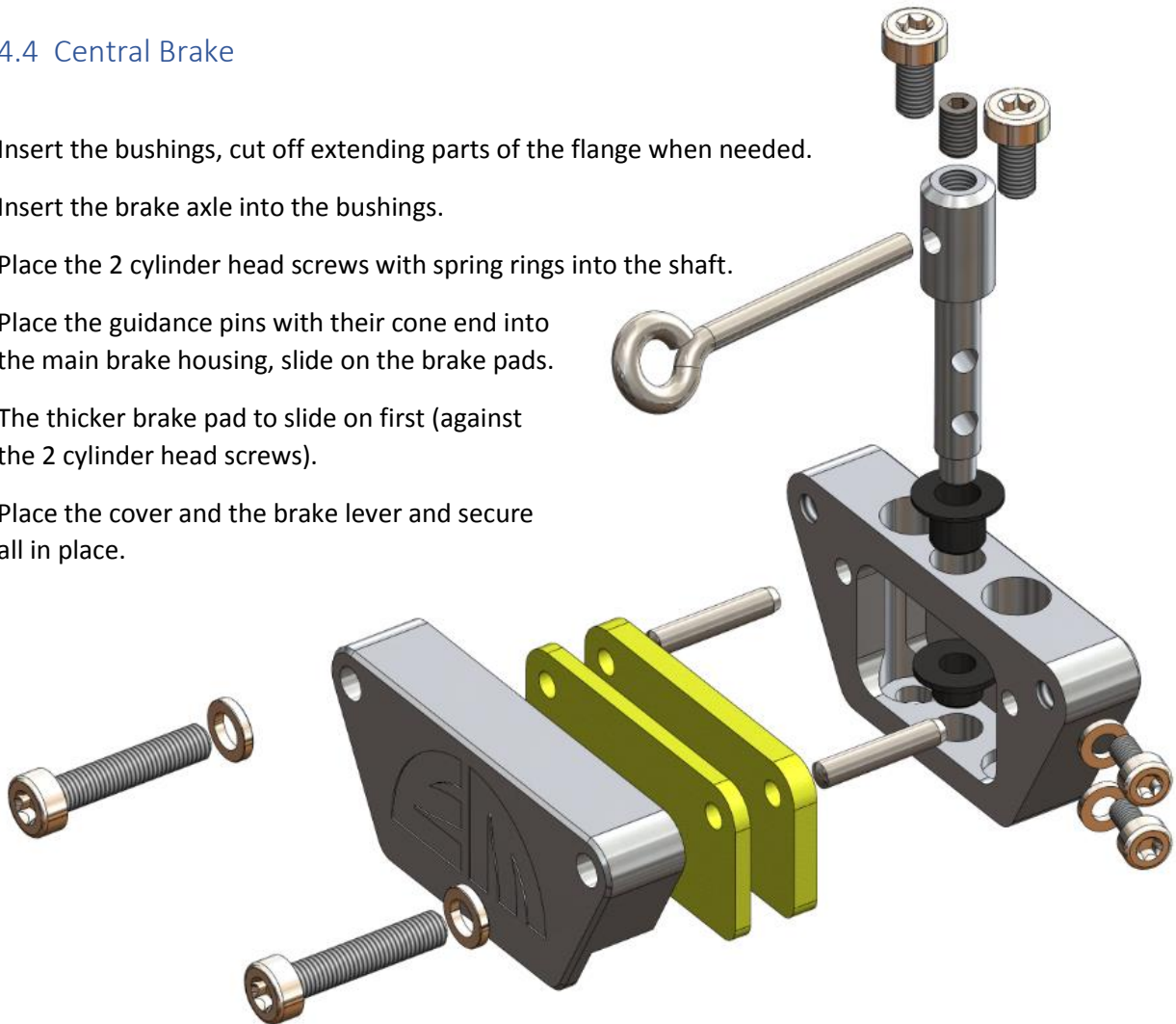
Insert the brake axle into the bushings.

Place the 2 cylinder head screws with spring rings into the shaft.

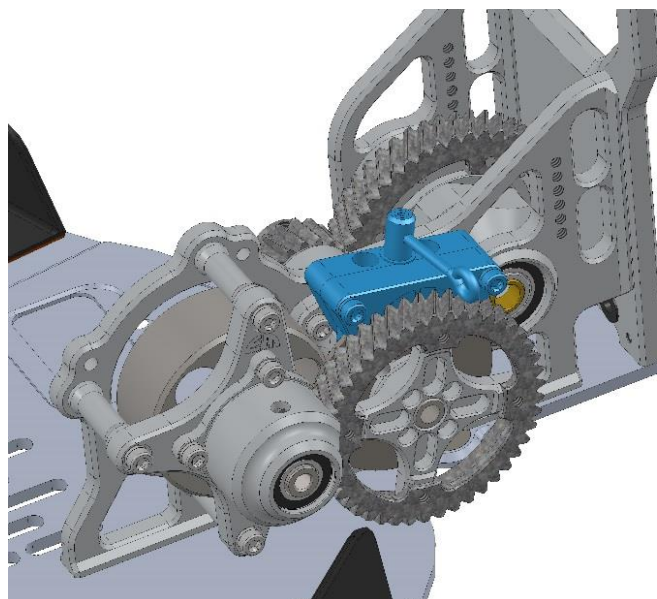
Place the guidance pins with their cone end into the main brake housing, slide on the brake pads.

The thicker brake pad to slide on first (against the 2 cylinder head screws).

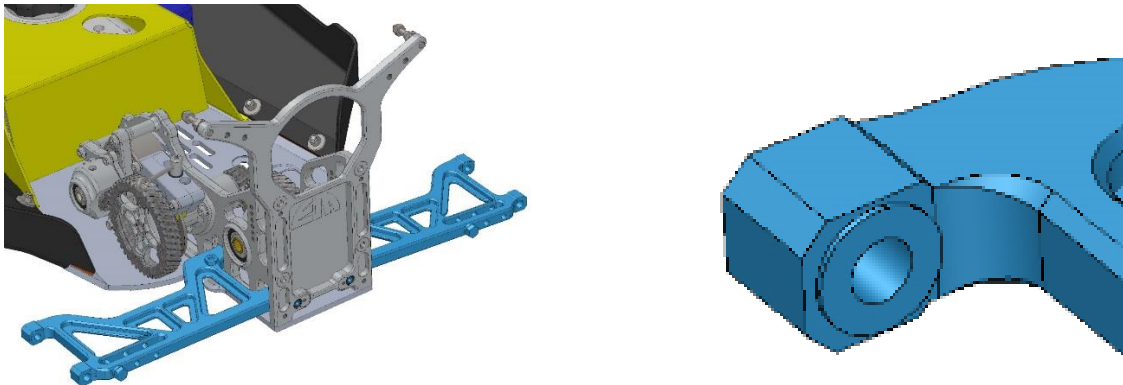
Place the cover and the brake lever and secure all in place.



Mount the central brake unit in place



4.5 Wishbone and Upright



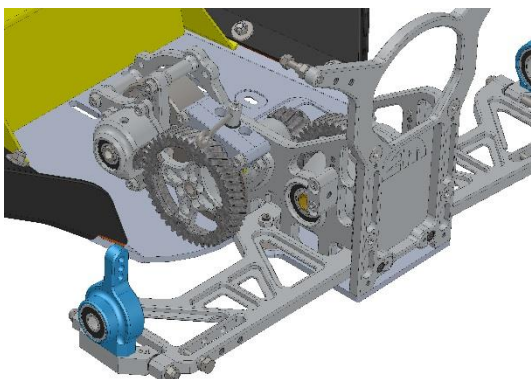
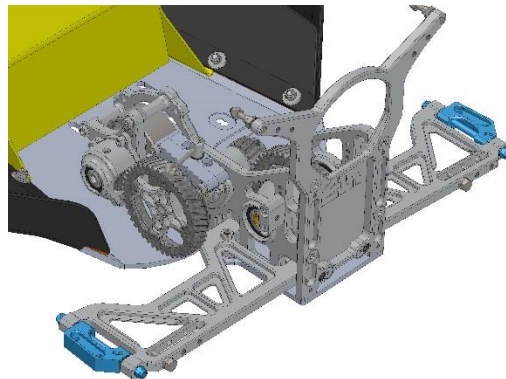
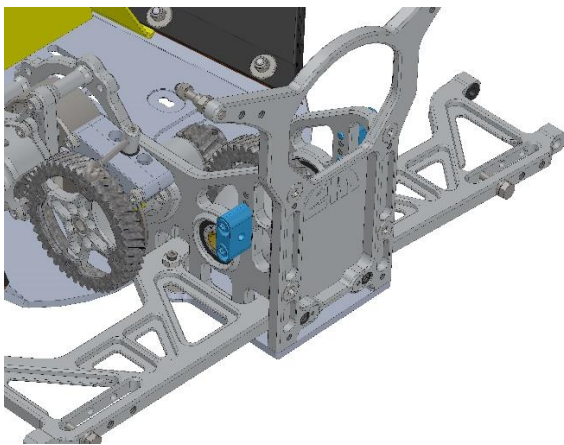
Insert the bushings into the wishbones. On the inside the long bushing is inserted.

At the hub side the shorter bushing is inserted.

On the outside of the wishbone the bushings are placed on the INSIDE of the wishbone.

Put the wishbones in place using the wishbone pins.

Secure the pins with the M3 cylinder head screw and the large washer.



Place the upper wishbone mounts and the toe-in inserts with the outer wishbone pin.

Fix the uprights with the bearings inserted to the toe-in inserts.

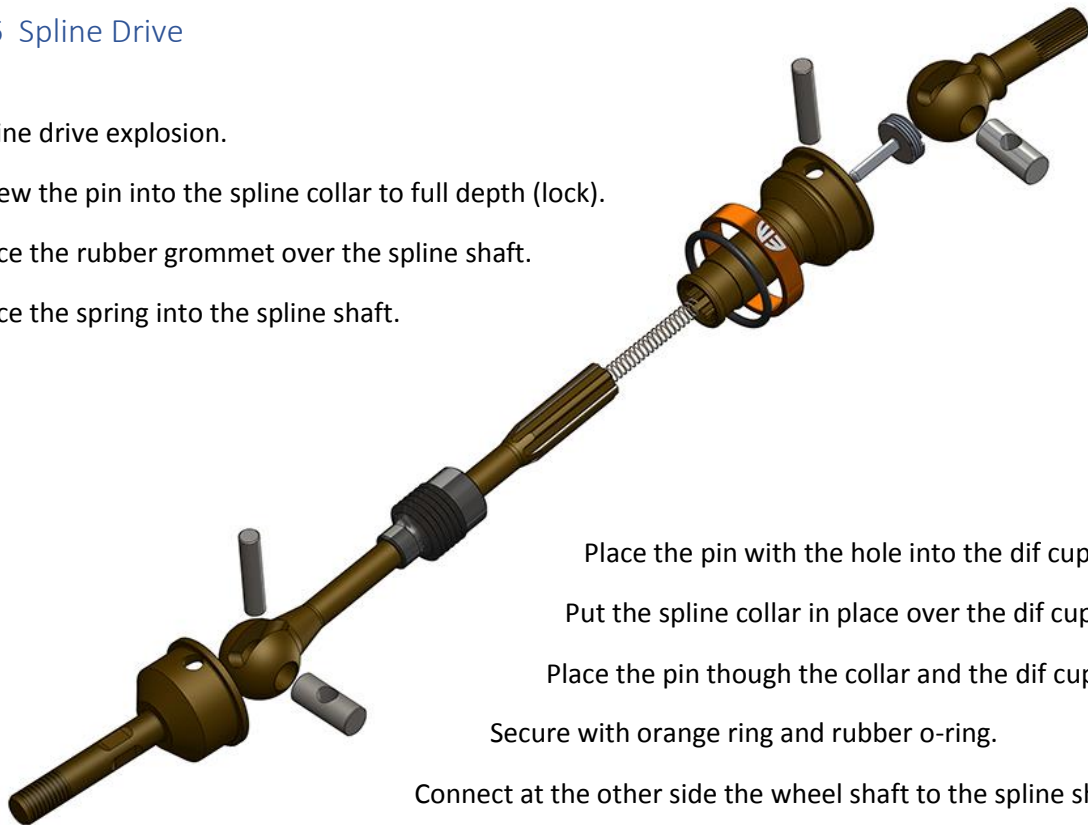
4.6 Spline Drive

Spline drive explosion.

Screw the pin into the spline collar to full depth (lock).

Place the rubber grommet over the spline shaft.

Place the spring into the spline shaft.



Place the pin with the hole into the dif cup.

Put the spline collar in place over the dif cup.

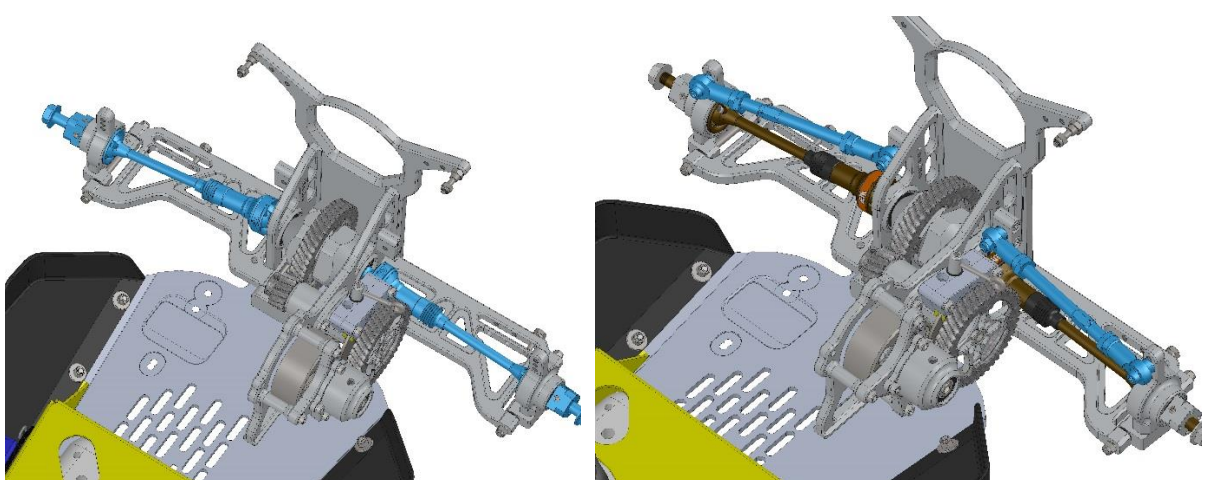
Place the pin though the collar and the dif cup.

Secure with orange ring and rubber o-ring.

Connect at the other side the wheel shaft to the spline shaft.

Grease the spline and oil the CVD's for smooth movement and place in car.

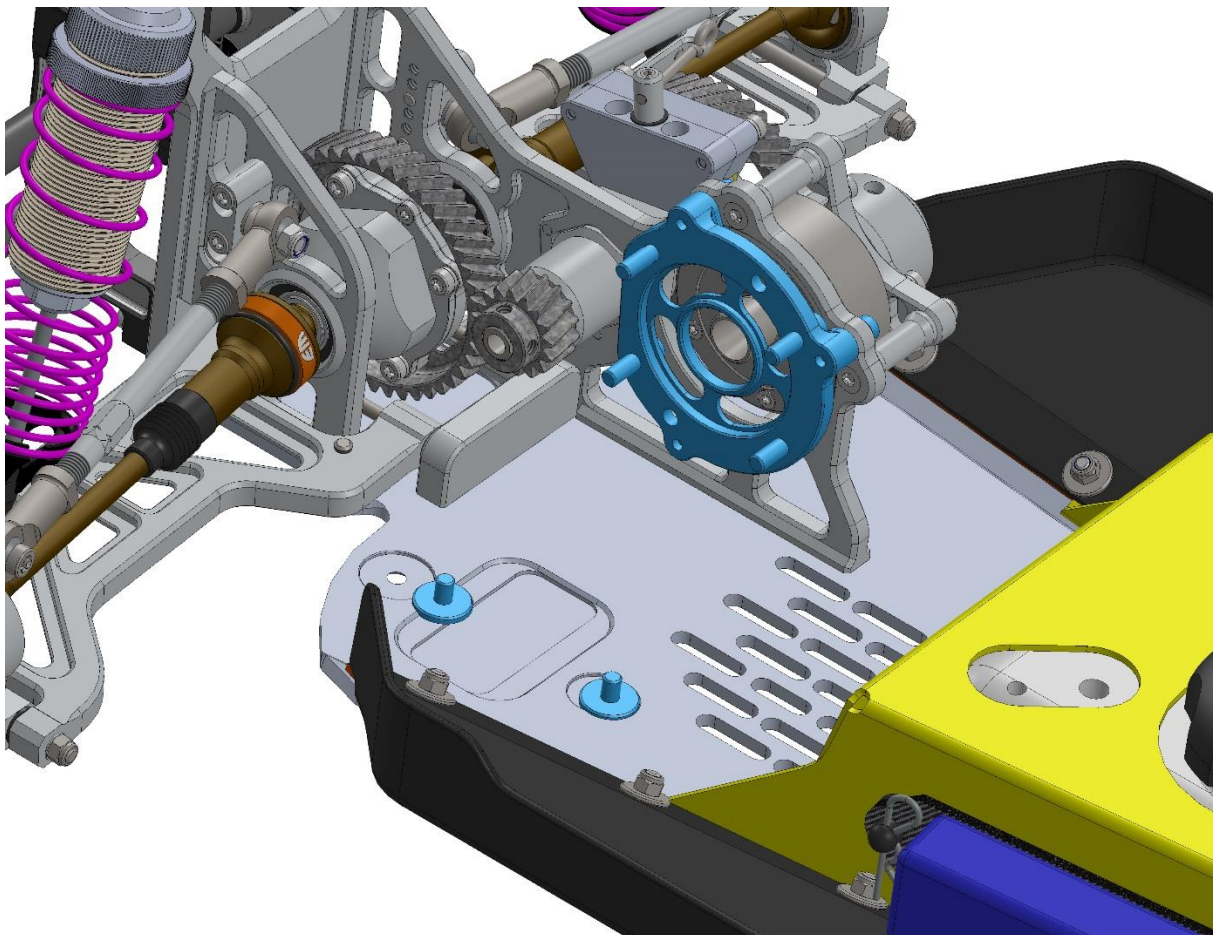
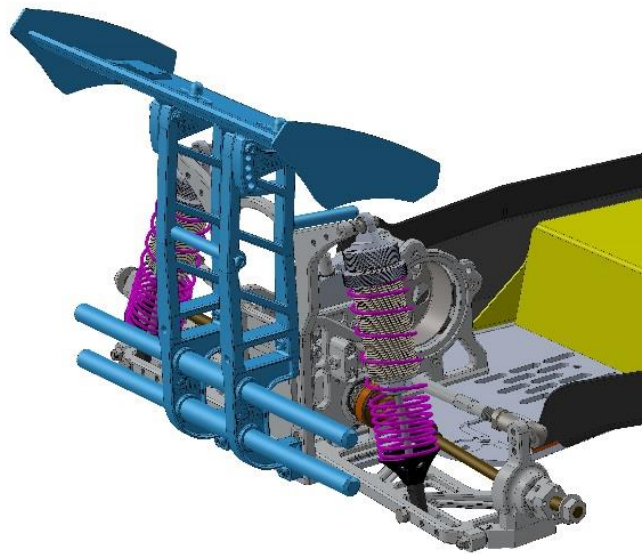
Note: Keep the orientation of the CVD's as above. This is needed for proper function!



Assemble the ball joints L/R to the top wishbone rod and connect put it in place in the car.

Spoiler carrier and spoiler are mounted onto the rear of the car.

Adjust the desired angle of the spoiler.



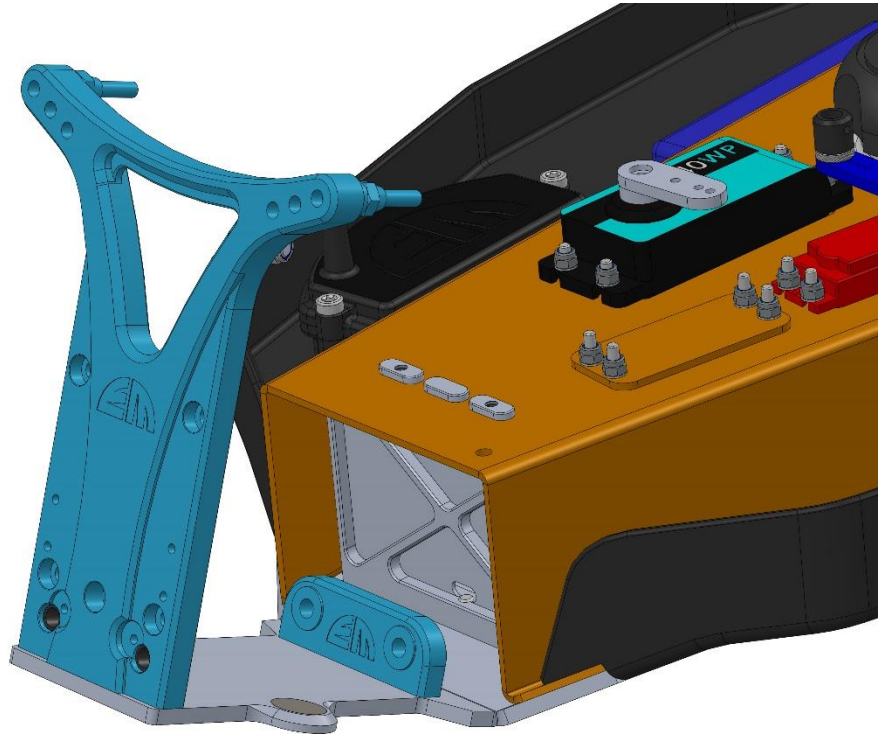
For the engine is used the engine mount.

It can be mounted in 2 configurations for either the laying engine or standing engine.

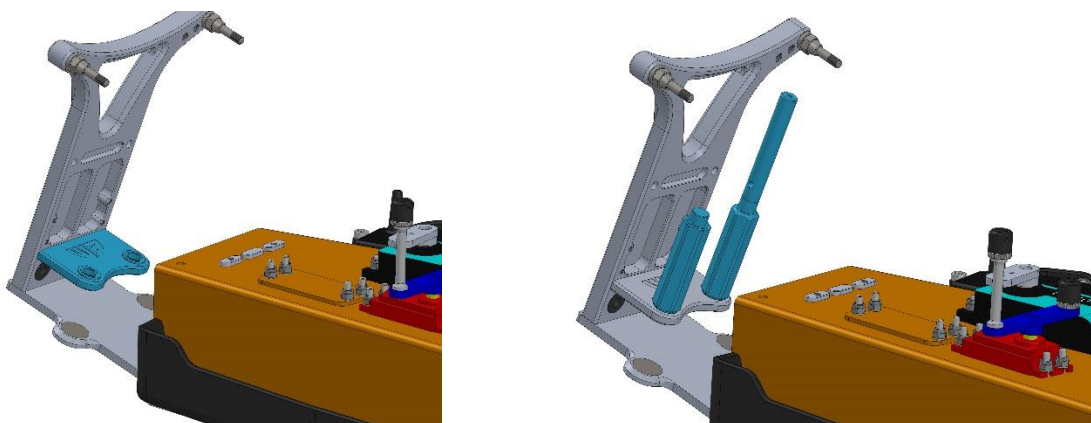
For the laying engine there are needed 2 rings to fill the height difference between the laying and standing version.

5 Front-end

Note the front-end can also be build separately and mounted as last step onto the chassis. You might find this more convenient. It is shown below as built on the car, to make clear which part fits where.

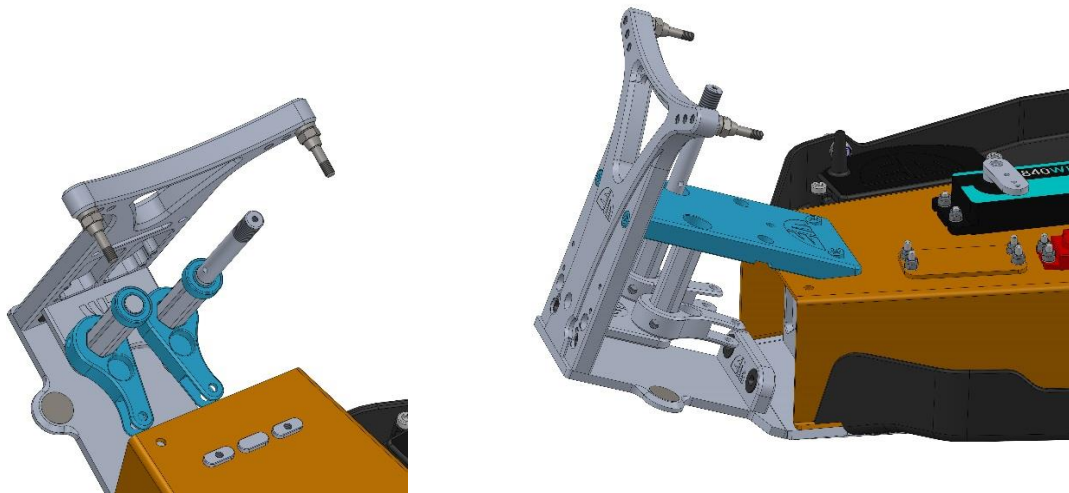


First bushings are inserted in both bulkheads. Mount the front and rear bulkhead on the chassis.



Steering baseplate is attached to the front bulkhead.

The master and slave axle fit right and left side as pictured.



Steering levers are put on the master and slave axle with the bearings. The top deck is placed over the axles and mounted to the front bulkhead and top deck.

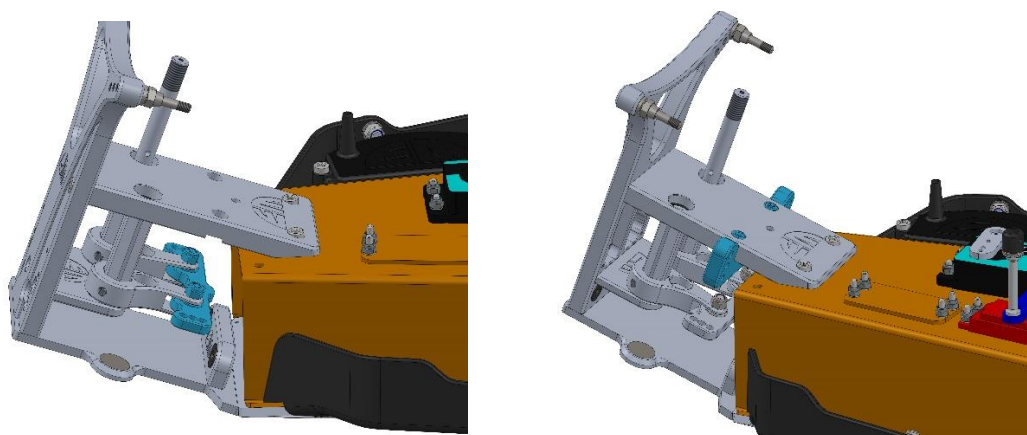


The steering plate is prepared as shown on the left.

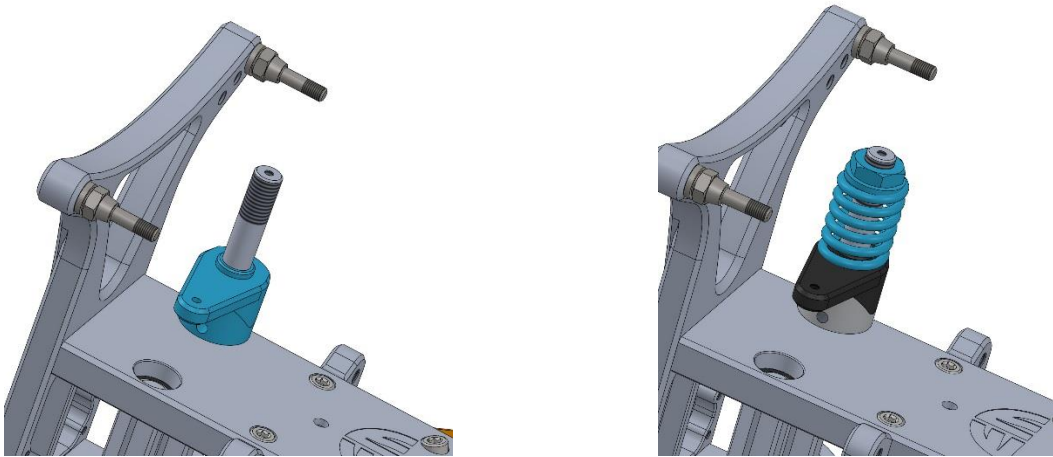
Press in the flanged bearings.

Put in the flanged stainless bushings.

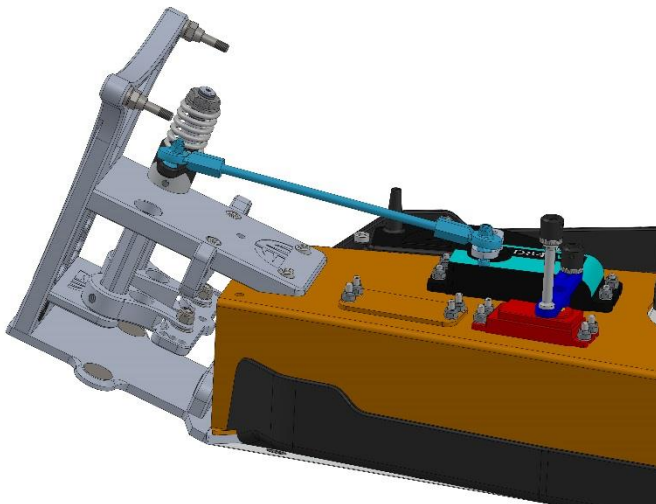
Now it can be mounted in place with the screws and nyloc nuts.



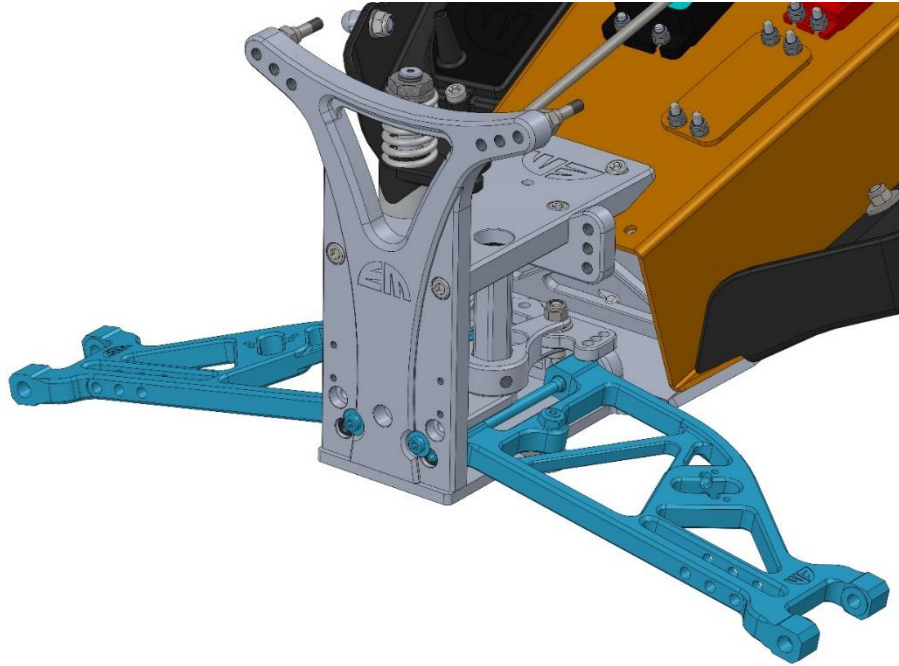
Steering plate is put in place between the levers. Upper wishbone mount goes under the top deck.



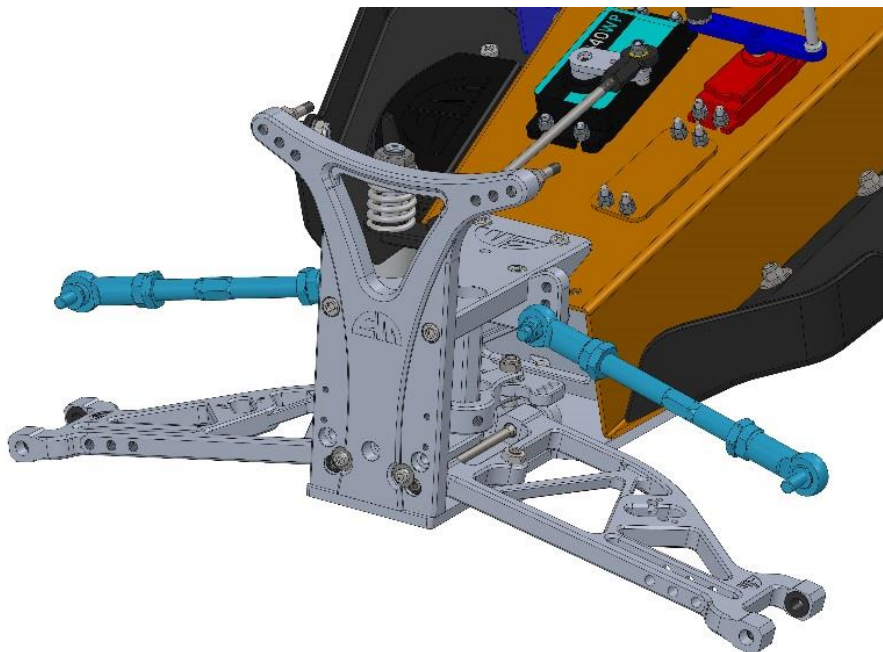
Fix the alloy bottom part of the servo saver to the main shaft. Place the plastic top part onto it.
Build on top the spring and tension down with the nut.



Mount the nuts and the ball joints to the servo rod. Connect the servo arm and the arm of the servo saver. Adjust with the ball joints to the correct length.

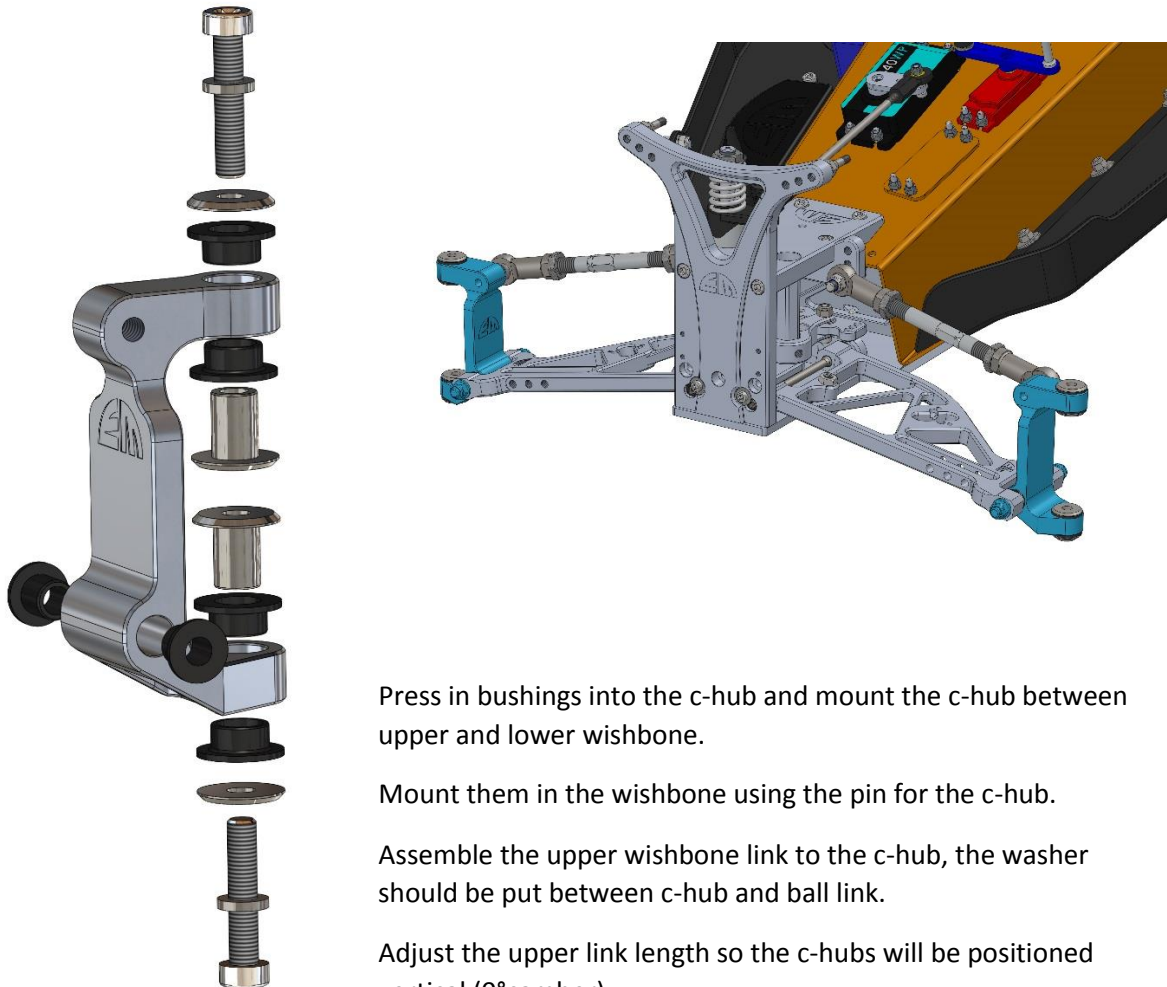


Insert the bushings into the front wishbones. At the outside the bushings are mounted on the inside of the wishbone. Place the wishbone pins and secure these against loss with the bolts and big washer.



Assemble the upper wishbone linkages with the M8 L/R nuts and the L/R ball joints. Mount these to your car using the conical distance bushing.

5.1 C-hubs and uprights



Press in bushings into the c-hub and mount the c-hub between upper and lower wishbone.

Mount them in the wishbone using the pin for the c-hub.

Assemble the upper wishbone link to the c-hub, the washer should be put between c-hub and ball link.

Adjust the upper link length so the c-hubs will be positioned vertical (0°camber).

Check free movement of the c-hub up and down, this should move freely.

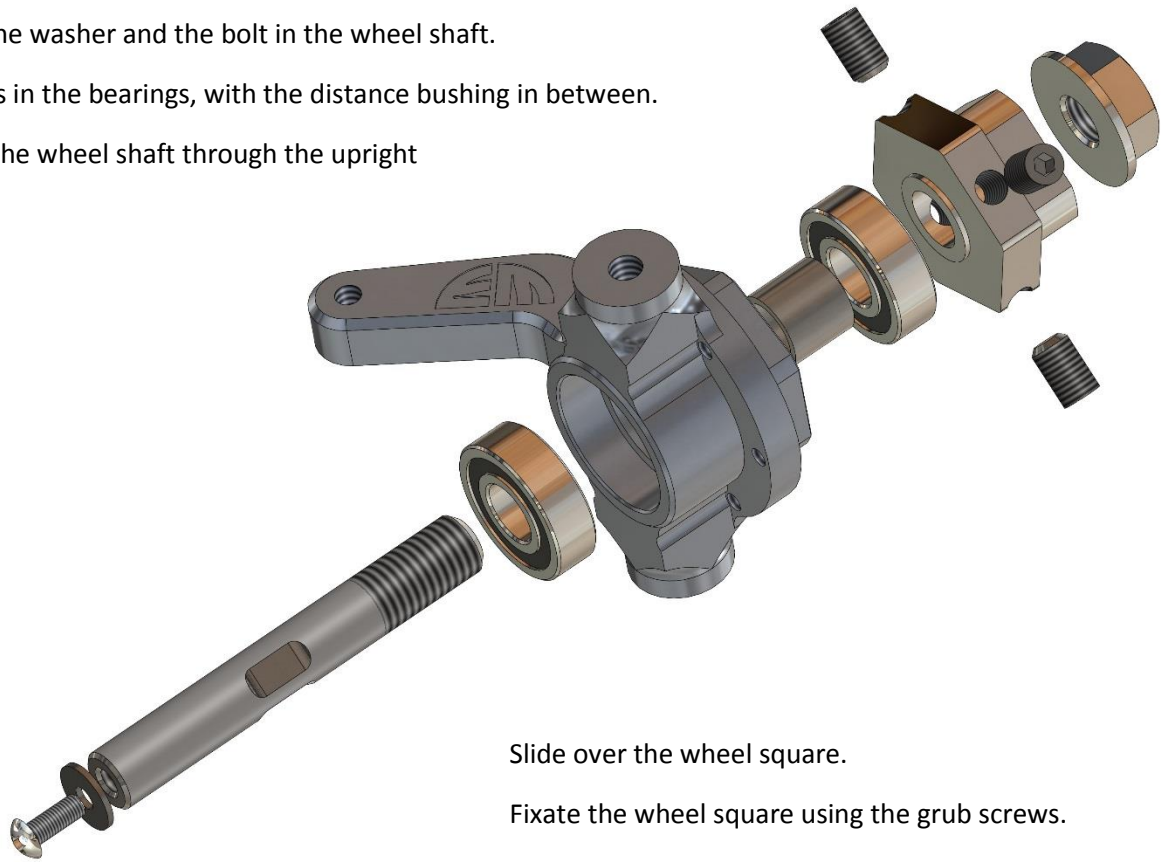
Note: also the stainless steel bushes are shown and the stainless steel washers. You will need to place these as shown above in the plastic bushings before placing the upright in the c-hub.

Explosion of the upright is shown here.

Fix the washer and the bolt in the wheel shaft.

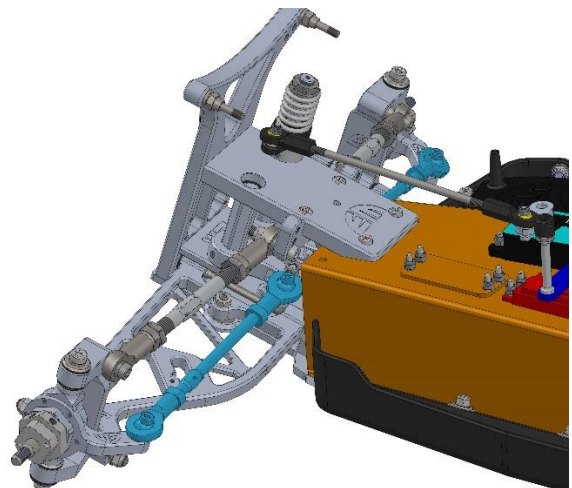
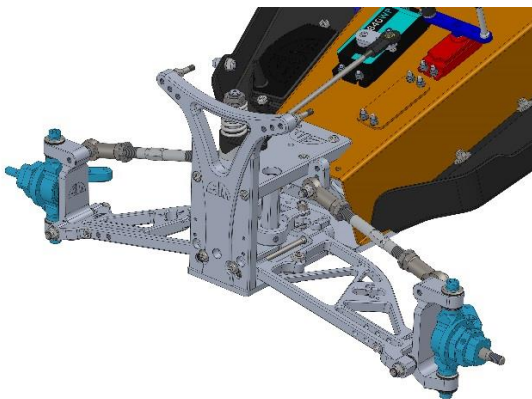
Press in the bearings, with the distance bushing in between.

Put the wheel shaft through the upright



Slide over the wheel square.

Fixate the wheel square using the grub screws.



Mount the uprights into the c-hubs.

Assemble the ball joints to the steering linkages and assemble these to the upright and steering plate.

6 Shock absorbers

Place o-ring into spring adjusting ring.
Screw ring onto shocker housing.

Place o-ring in the bottom part of the shocker housing at the perforated plate side.

Mount shock rod-end to piston rod,
tighten well till thread is fully in.

Place scraper bushing + U-seal
in the bottom seal cap.

Press in guide collar into
the bottom seal cap.

Place o-ring over the bottom seal cap.

Put the piston rod through the end cap, give a
bit of silicon oil in the bottom seal cap so the
oil reaches until the seal.

Place the donut foam ring over the guide collar so it sits in
the bottom seal cap.

Screw bottom seal cap into the bottom of the shocker housing,
tighten with key.

Place o-ring and bushing in the top end cap. Place washer on the piston rod
and fill shock housing half with oil.

Place piston with the 4 pre-fab holes facing upwards onto the piston rod. A good
starting point both front and rear are 4 holes of 2mm. Place the second washer and
secure the piston with the nyloc nut.

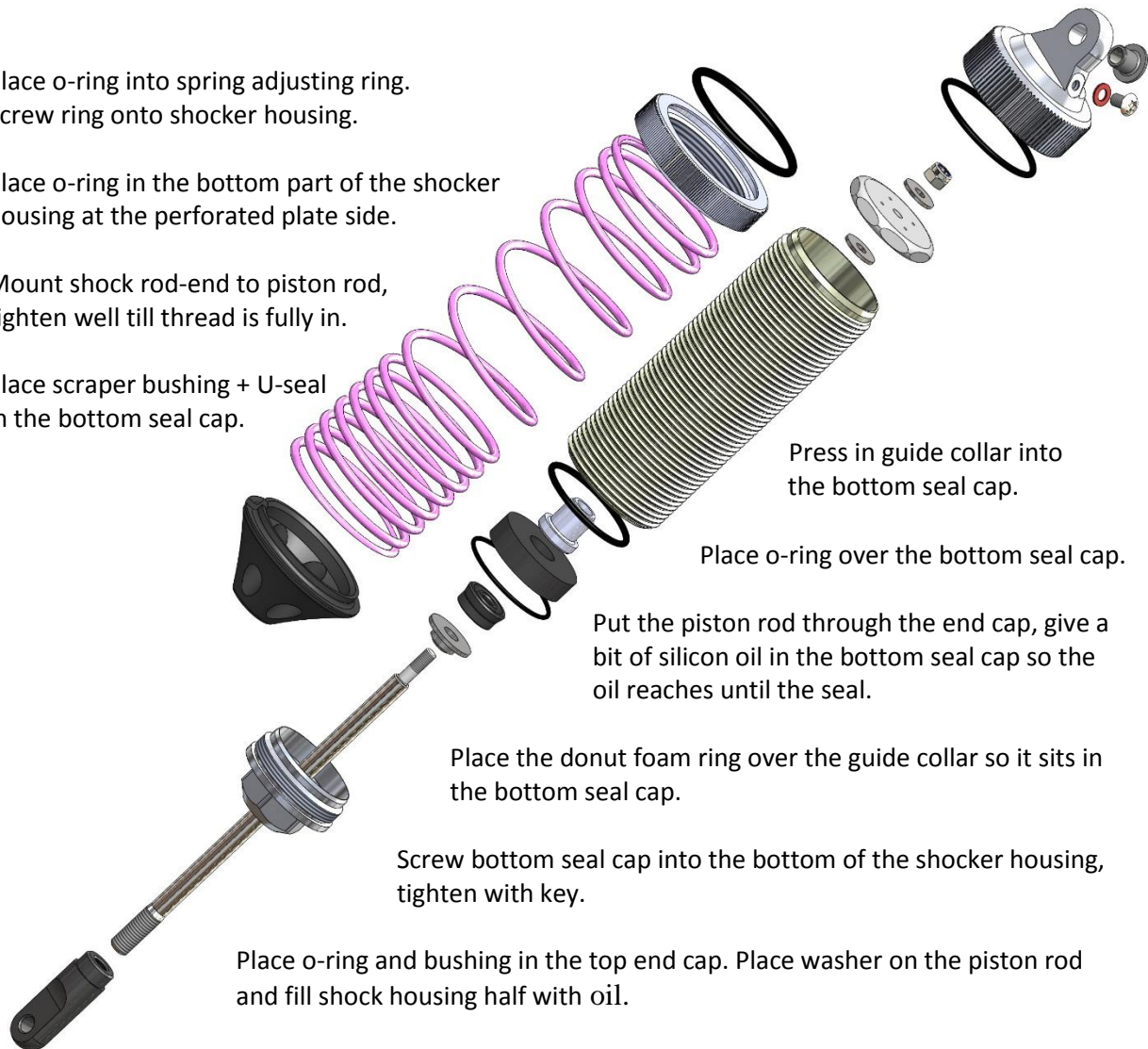
Pull the piston rod gently down until it is completely out and fill the shock till it is completely full.

Close the shocker housing with the end cap, it can be oil is bleeding out, this is ok.

When no oil was bleeding out use the small filler bottle delivered along with your shocks. Fill the
last bit of the shock absorber till it is full through the bleeder hole in the top end cap.

Close the bleeder hole using the small screw and seal ring.

Slide the spring over the shocker housing and fix the spring using spring disc.
Place the shocks in your car.



7 Optional parts

Following items are not included with the car. These are hop-ups and need to be purchased separately.

7.1 Air Brake

Glue in the guiding pins with green Loctite.

Screw in the long cylinder head bolts.

Place the membrane.

Place the outer ring.



Fix the outer ring to the ground plate and now fix the ground plate with membrane to the upright using the inner small ring.

Slide on the thicker steel friction plate first over the pins, followed by the small springs.

Then the black brake disc onto the hex of the upright, followed by the thinner steel friction plate.

Close the brake using the blue anodized cover.

Compress it by hand fully so the whole package of plates is compressed to the ground plate.

Turn on the nyloc nuts until they touch the compressed blue cover.

No take 1 full turn back on each of the 3 nyloc nuts.

Check is you can rotate the shaft freely.

Screw in the tube connector,

Note: there is inside the connector a hex, use your allen key to tighten it.

7.2 Air pump

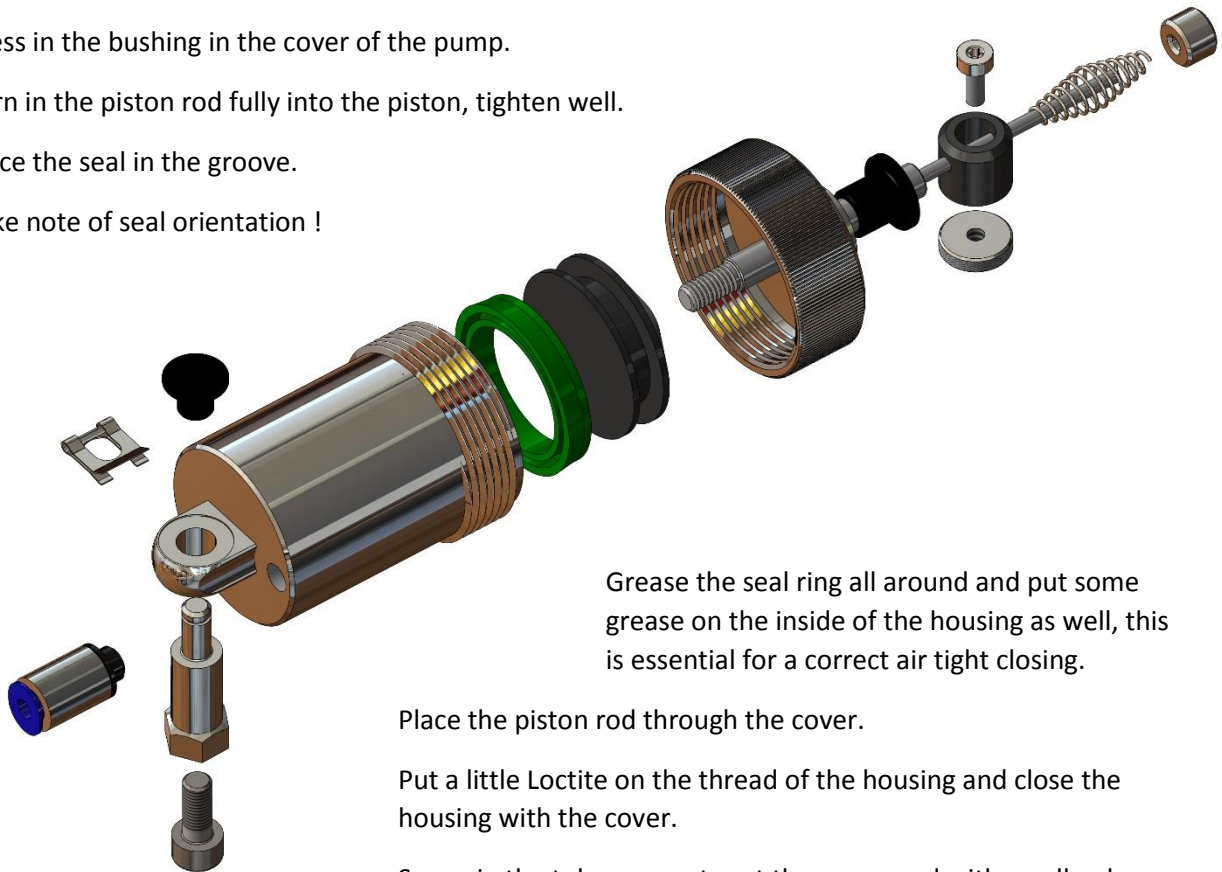
Press the bushing in the ear of the pump

Press in the bushing in the cover of the pump.

Turn in the piston rod fully into the piston, tighten well.

Place the seal in the groove.

Take note of seal orientation !



Grease the seal ring all around and put some grease on the inside of the housing as well, this is essential for a correct air tight closing.

Place the piston rod through the cover.

Put a little Loctite on the thread of the housing and close the housing with the cover.

Screw in the tube connector at the pump end with an allen key.

The mount for the piston is also drawn, this is mounted in the car in the top deck.

At the piston ending is the connection to the servo.

Note: for correct function the pump must in neutral position always go fully out. A hole in the pump housing then opens and releases excessive overpressure due to heating up.

7.3 Sway bar

For high grip tracks it can be desired to stabilize the car further using a sway bar.

The sway bar #51460 fits the front end of the car and is assembled and mounted the following way:

