

Tuned Pipe Installation Instructions

Covers Part #5483, 5485, 5490, 5487

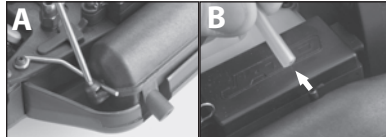


Tools Needed:
 2.0mm hex driver Side (wire) cutters
 2.5mm hex driver Safety glasses

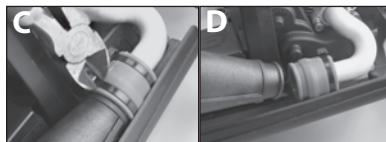
Jato Installation

Remove the stock composite pipe

1. Loosen the 4x8mm button-head machine screw from the stock pipe hanger. (A)
2. Carefully separate the pressure tubing from the pressure fitting on the pipe. Be careful not to tear the pressure tubing. (B)

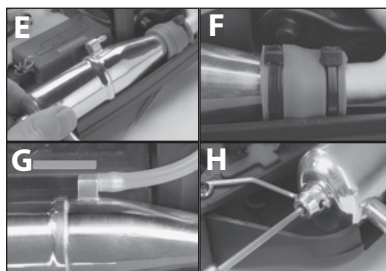


3. Cut the tie-wrap that secures the pipe coupler to the exhaust pipe (C) and pull the pipe out of the coupler. (D)



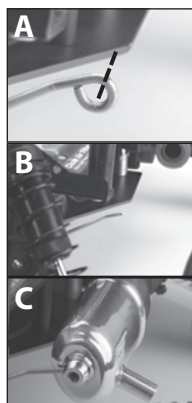
Install the performance-tuned pipe

4. Clean the inside of the exhaust coupler with denatured alcohol to remove the oil residue collected from the exhaust.
5. Insert the tuned pipe into the exhaust coupler. Make sure the coupler fits securely all the way around the lip of the pipe (E).
6. Secure the coupler to the pipe with a medium tie-wrap (included). (F)
7. Attach the pressure line to the pressure fitting on the tuned pipe. (G)
8. Insert the pipe hanger into the end of the exhaust pipe and secure the pipe by tightening the 4x5mm set screw. (H)
9. **Retune the needle settings** - see black box



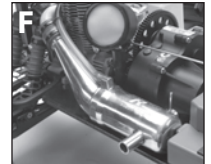
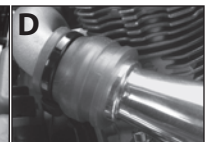
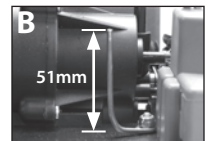
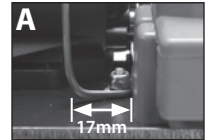
Nitro Rustler Installation Notes

1. Remove the stock pipe.
2. Cut the mounting loop off the stock pipe hanger with a pair of large side cutters or cut-off wheel (A & B). (Note: If you do not wish to cut the stock hanger, you may use the hanger provided in the kit.)
3. Follow the Jato installation steps 4 through 7 (under "Install the performance-tuned pipe").
4. Insert the pipe hanger through the end of the pipe and secure it by tightening the 4x5mm set screw. (C)
5. **Retune the needle settings** - see black box



Maxx Installation Notes (Part #5487)

1. Remove the stock pipe and pipe hanger wire from the chassis. **Note:** The removal of the exhaust coupler is not necessary, but may be helpful during installing of the new pipe.
2. Attach the long hanger wire (included) to the chassis using the stock hardware. Using pliers, bend the wire directly upward from the chassis. The bend should be about 17mm (11/16") away from the nut that attaches the wire to the chassis. (A)
3. To make it easier to attach the pipe to the hanger wire, the wire needs to be cut off about 51mm (2") above the chassis (B). **Note:** It's better to cut off too little than too much.
4. Insert the wire through the mount at the end of the pipe (C), and then slide the end of the pipe into the open end of the exhaust coupler (D). Make sure that the pipe is seated into the coupler all the way around the pipe.
5. Secure the coupler to the pipe with a medium zip tie (included), and then secure the pipe to the hanger wire by tightening the 4x4mm set screw (E). Finally, attach the pressure line from the fuel tank to the pressure fitting on top of the exhaust pipe. (F)
6. **Retune the needle settings** - see black box



Revo Installation Notes (Part #5490)

1. Remove the stock pipe.
2. Remove the silicone pipe extension from the stinger (exhaust tip) on the stock pipe and install it onto the stinger of the Resonator pipe. Secure the silicone pipe extension with a small tie-wrap. (A)
3. Follow the Jato installation steps 4 through 7 (under "Install the performance-tuned pipe").
4. Secure the pipe to the hanger by tightening the 4x5mm set screw. (B)
5. **Retune the needle settings** - see black box



Nitro 4-Tec Installation on back...

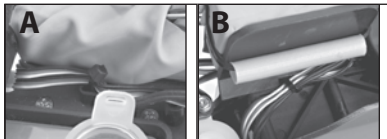
Retune the needle settings

It is important to go back to the base needle settings and retune for performance when replacing the stock exhaust pipe with the tuned pipe. See your model's owners manual for the correct needle settings.

Nitro 4-Tec Installation Notes

1. Remove the stock pipe.

2. Use the small tie-wrap to secure the receiver wires to the top and bottom of the receiver tray (A). Use the heat shield to cover the large tie-wrap that secures the receiver. (B)



3. Replace the stock pipe hanger with the provided hanger in the kit. Bend the wire, making a slight curve upward (C).



Test fit the pipe onto the hanger (D) and into the coupler and mark where to cut the pipe and cut the wire where you made the mark. (**Note:** It is better to cut off too little than too much. Leave a little extra, then trim off the rest after installation is complete.)

4. Follow the Jato installation steps 4 through 7 (under "Install the performance-tuned pipe").

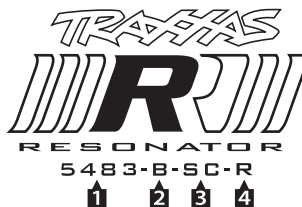
5. Secure the pipe to the hanger by tightening the 4x5mm set screw.

6. **Retune the needle settings** - see black box

Retune the needle settings

It is important to go back to the base needle settings and retune for performance when replacing the stock exhaust pipe with the tuned pipe. See your model's owners manual for the correct needle settings.

Pipe Technical Specifications



- 1** Part Number
- 2** Power Range
 - T - Top-End Power
 - B - Bottom/Mid-Range Power
- 3** Chambers
 - DC - Dual Chamber
 - SC - Single Chamber
- 4** Race Legality
 - R - R.O.A.R. Legal
 - O - Outlaw (not race legal)

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

1-888-TRAXXAS

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