

DURATRAX[®]

WARHEAD[™]
EVO

UPGRADE



WARHEAD TO WARHEAD EVO UPGRADE KIT

This EVO conversion manual is to be used along with your current Warhead manual. To obtain a new copy of the original Warhead manual, go to www.warheadmt.com.

NOTE: *The new plastic parts (bellcranks and bulkheads) have a "V2" molded into them to help eliminate any confusion.*

The following items are required to complete the conversion:

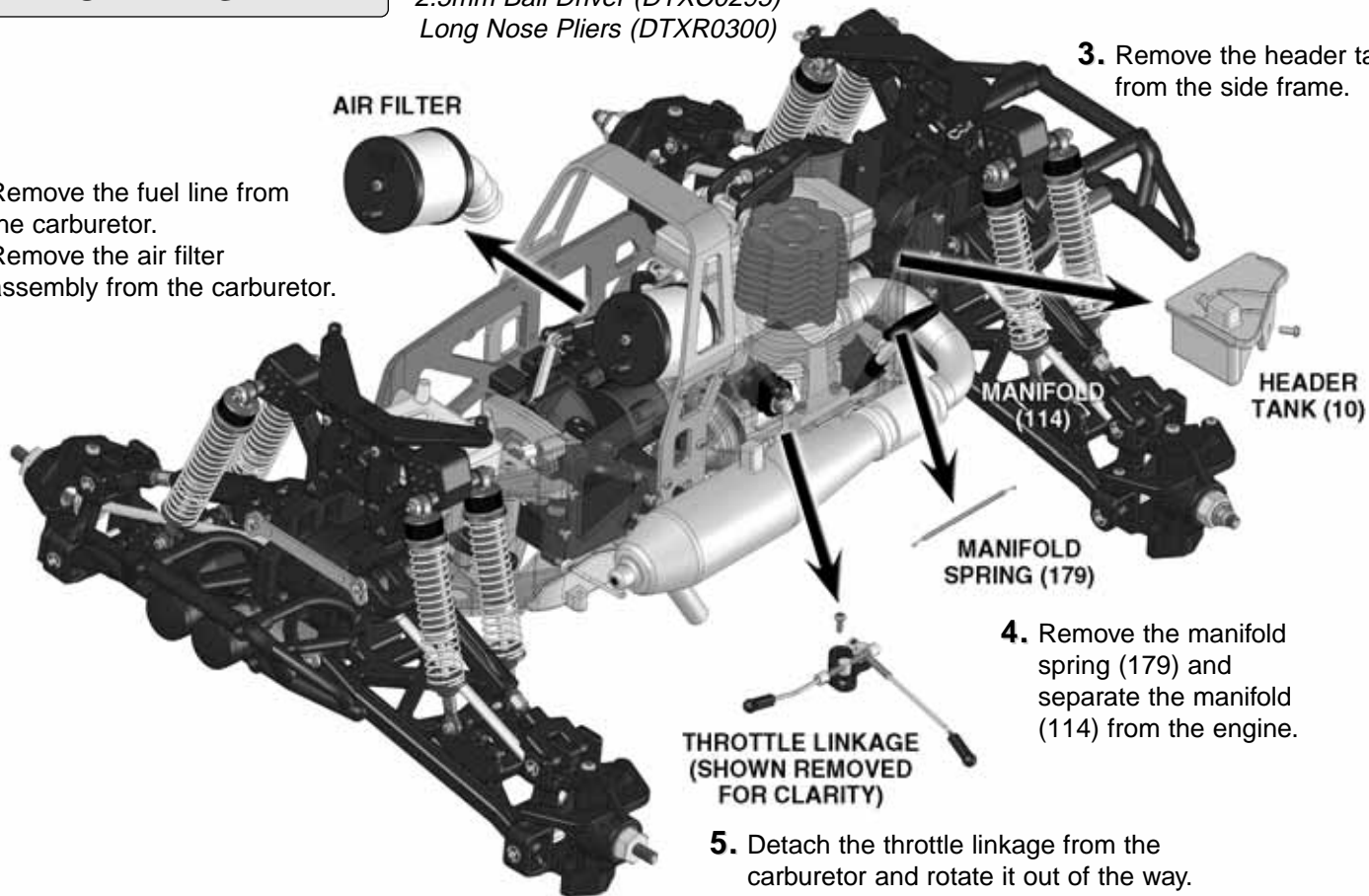
- Super Start[™] Hand Held Unit (DTXP6023)*
- DuraTrax Piranha[™] 1900 7.2V Battery (DTXC2020)*
- DuraTrax Piranha Peak Charger AC/DC (DTXC4000)*
- DuraTrax Threadlocker (DTXR2010)*
- Tools (As Listed at the Start of Each Section)*

REMOVE ENGINE

Required Tools:
2.5mm Ball Driver (DTXC0295)
Long Nose Pliers (DTXR0300)

1. Remove the fuel line from the carburetor.
2. Remove the air filter assembly from the carburetor.

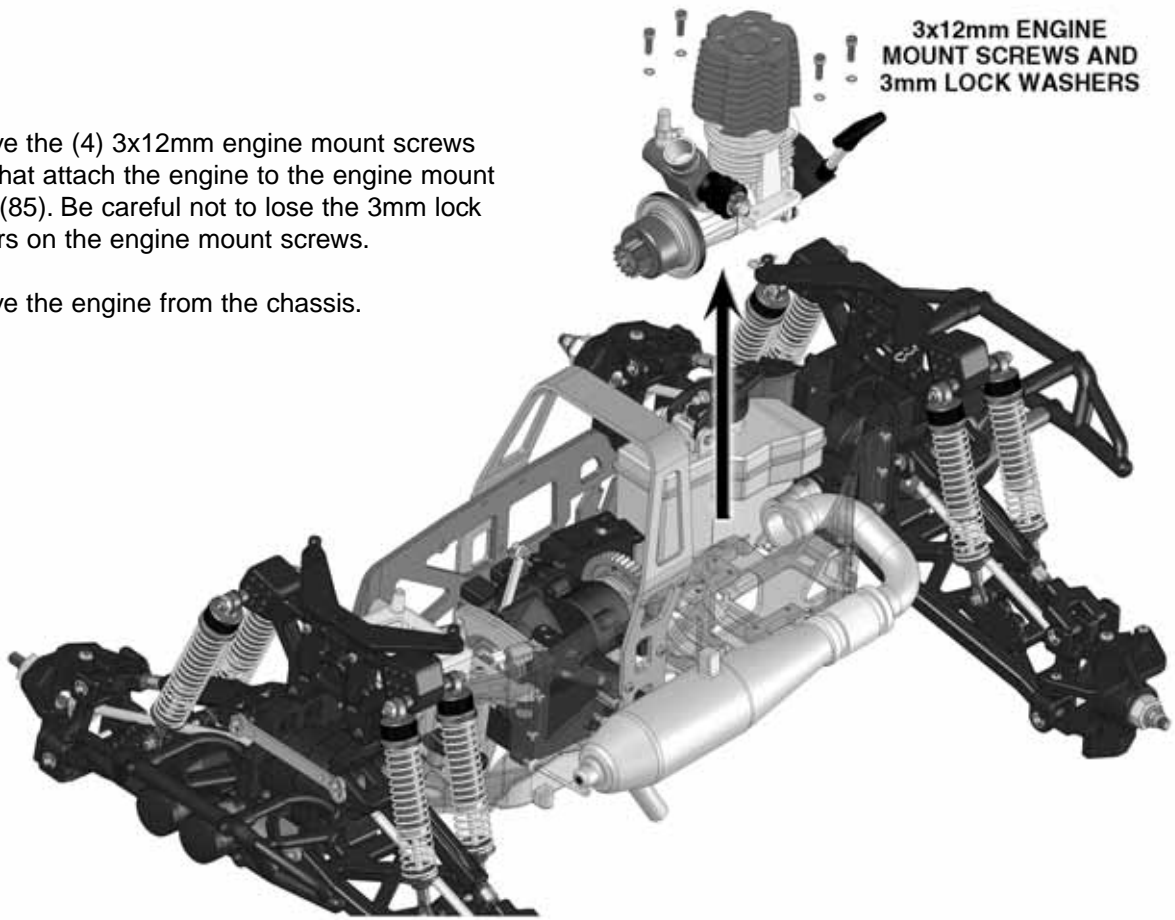
3. Remove the header tank from the side frame.



3x12mm ENGINE
MOUNT SCREWS AND
3mm LOCK WASHERS

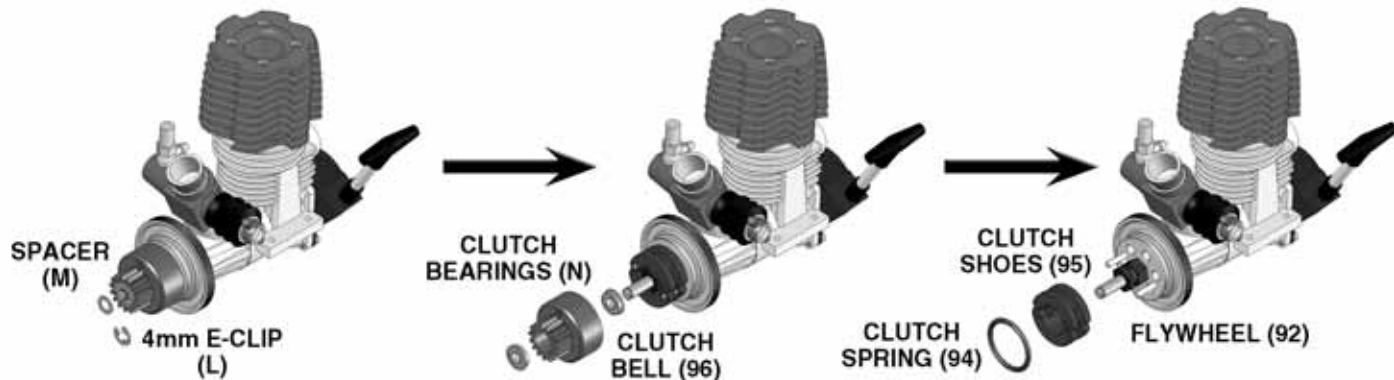
6. Remove the (4) 3x12mm engine mount screws (MM) that attach the engine to the engine mount plates (85). Be careful not to lose the 3mm lock washers on the engine mount screws.

7. Remove the engine from the chassis.



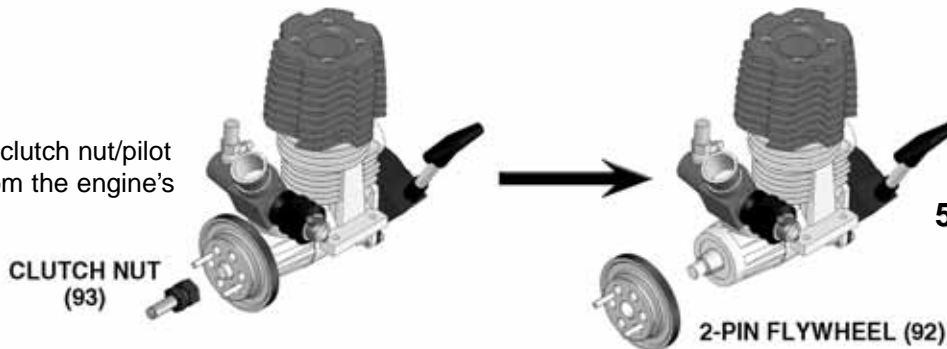
REMOVE 2-SHOE CLUTCH

Required Tools: Flywheel Wrench (DTXC1105), Clutch Shoe Tool (DTXR1110), Flat Blade Screwdriver (DTXR0177), Ultimate Car Wrench (DTXR1175)



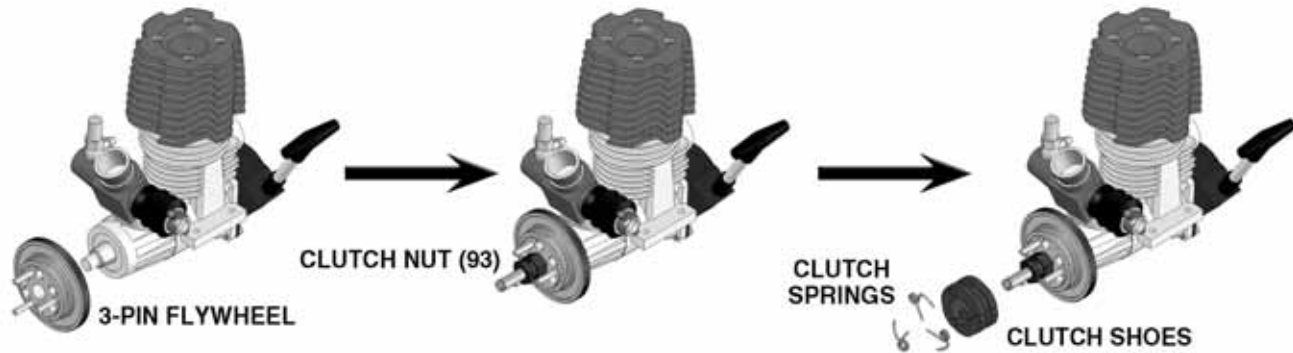
1. Remove the 4mm e-clip (L) and spacer (M).
2. Remove the clutch bell (96) and clutch bell bearings (N).
3. Remove the clutch shoes (95) and spring (94) from the flywheel (92).

4. Remove the clutch nut/pilot shaft (93) from the engine's crankshaft.



5. Remove the stock 2-pin flywheel (92).

INSTALL 3-SHOE CLUTCH

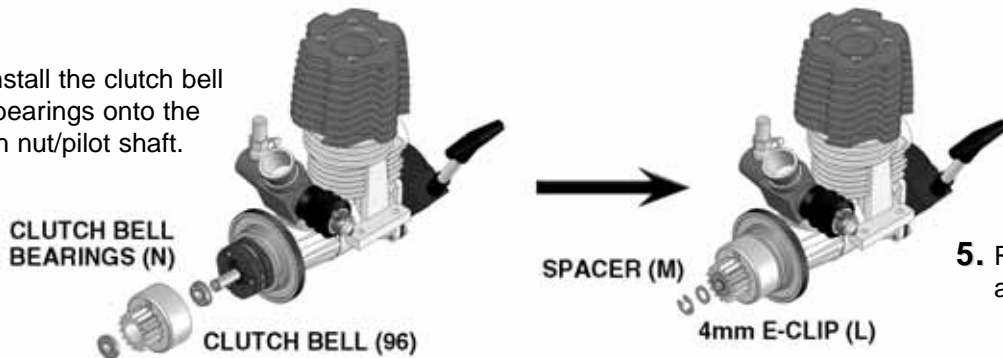


1. Install the new 3 pin flywheel. Make sure the brass collet is still on the crankshaft.
2. Re-install the clutch nut/pilot shaft (93). **Tip:** Make sure the clutch nut/pilot shaft is fully tightened on the engine's crankshaft to prevent it from coming loose later.
3. Install the new clutch shoes and springs onto the 3 pin flywheel.



MAKE SURE THE CLUTCH SHOES ARE INSTALLED IN DIRECTION SHOWN.

4. Re-install the clutch bell and bearings onto the clutch nut/pilot shaft.



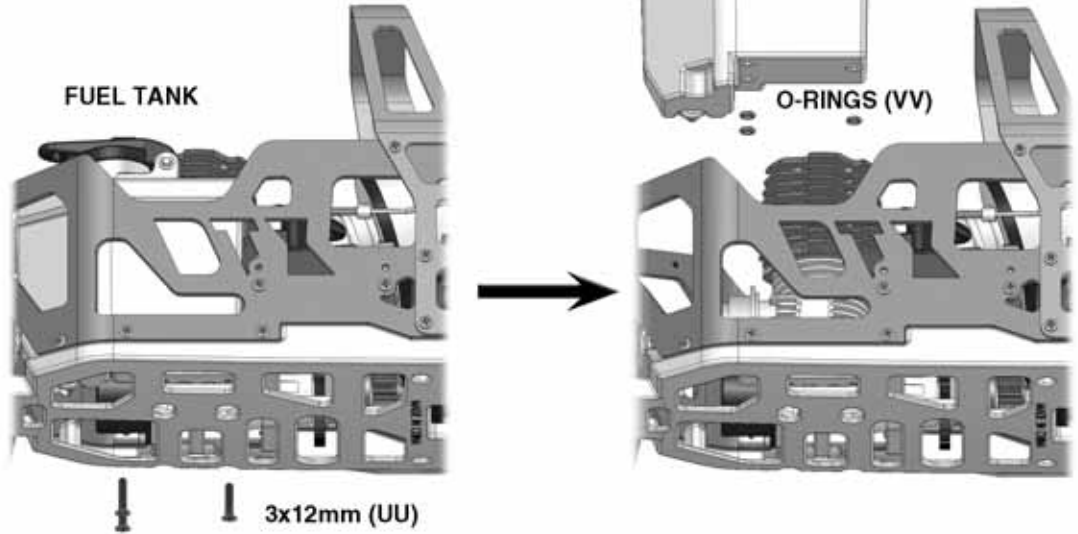
5. Re-install the spacer (M) and 4mm e-clip (L).

REPLACE FUEL TANK

Required Tools: Phillips Screwdriver (DTXR0182)

- **Important!:** Drain the fuel tank.

1. Remove the (3) 3x12mm flat head machine screws (UU) located on the bottom of the fuel tank (8).
2. Gently remove the fuel tank (8) from the chassis. When removing the tank from the chassis, be sure not to lose the (3) rubber O-rings (VV) located between the engine mount (84) and the bottom of the fuel tank (8). The O-rings help reduce vibration in the fuel tank.



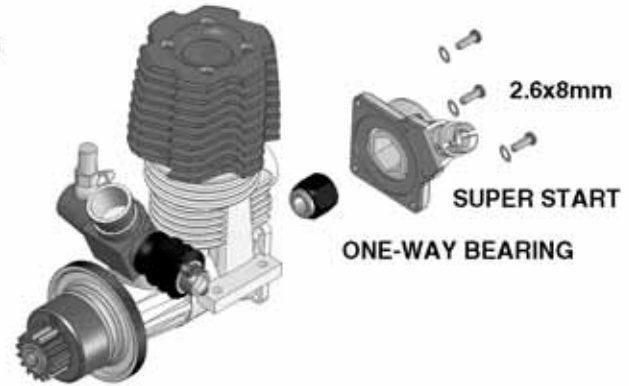
3. Disconnect the fuel line from the bottom of the tank and from the fuel tank lid.
4. Connect the fuel lines to the new tank. Make sure the pressure line (the line attached to the tuned pipe) is connected to the nipple located on the fuel tank lid and the carburetor line is attached to the bottom of the tank.
5. Make sure you re-install the (3) rubber O-rings (VV) between the engine mount (84) and the fuel tank (8). **Tip:** Apply a small amount of grease to the O-rings (VV) to help hold them in place so they line up with the tank mounting screws (UU).
6. Install the (3) 3x12mm flat head machine screws (UU) through the engine mount (84), O-rings (VV) and into the fuel tank (8). **Tip:** Do not fully tighten the screws (UU). Over-tightening the screws will smash the O-rings (VV) and render them useless.

INSTALL SUPER START

Tools Required: Phillips Screwdriver (DTXR0182), 2mm Hex Wrench (DTXR0289).



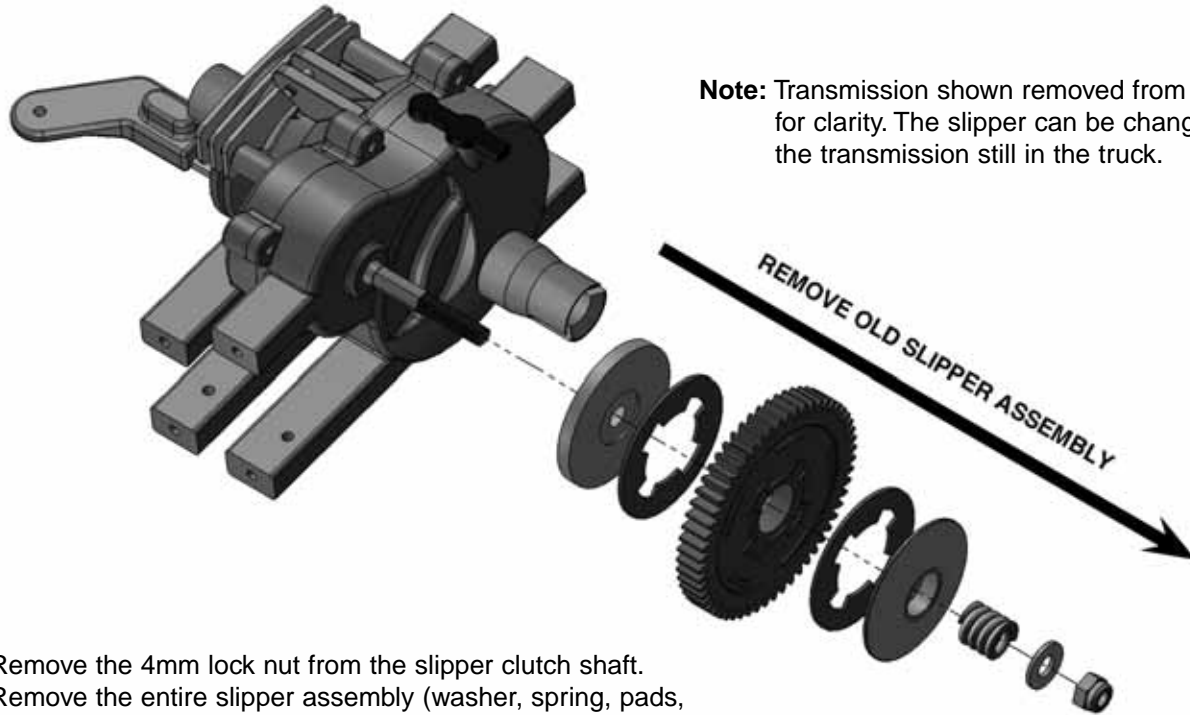
1. Remove the fuel line from the carburetor.
2. Remove the manifold spring (179) and separate the manifold (114) from the engine.
3. Remove the air filter assembly from the carburetor.
4. Detach the throttle linkage from the carburetor and rotate it out of the way.
5. Remove the (4) 3x12mm engine mount screws (MM) that attach the engine to the engine mount plates (85). Be careful not to lose the 3mm lock washers on the engine mount screws.
6. Remove the engine from the chassis.
7. Remove the (3) 2.6x8mm screws that hold the recoil to the engine and remove the recoil assembly. **Tip:** Make sure to take note of the direction of the one-way bearing when removing it from the engine. The round portion of the one-way bearing faces the engine.



8. Install the one-way bearing into the Super Start system and install the Super Start onto the engine.
9. Secure the Super Start to the engine using the included 2.6x 8 Phillips head screws and washers. **Important!:** Apply thread lock to the screws before installing them to prevent them from coming loose while running.
10. Re-install the engine into the chassis and secure it in place with the (4) 3x12mm engine mount screws (MM) with 3mm washer (KK). **Tip:** Use a small amount of thread lock to keep the engine mount screws from falling out.
11. Reconnect the throttle linkage to the carburetor.
12. Re-install the air filter assembly.
13. Re-install the manifold (114) and secure it to the engine with the manifold spring (179).
14. Reconnect the fuel tubing to the carburetor.

REMOVE OLD SLIPPER

Tools Required: Phillips Screwdriver (DTXR0182) and 7mm Wrench (4-way included with Warhead)



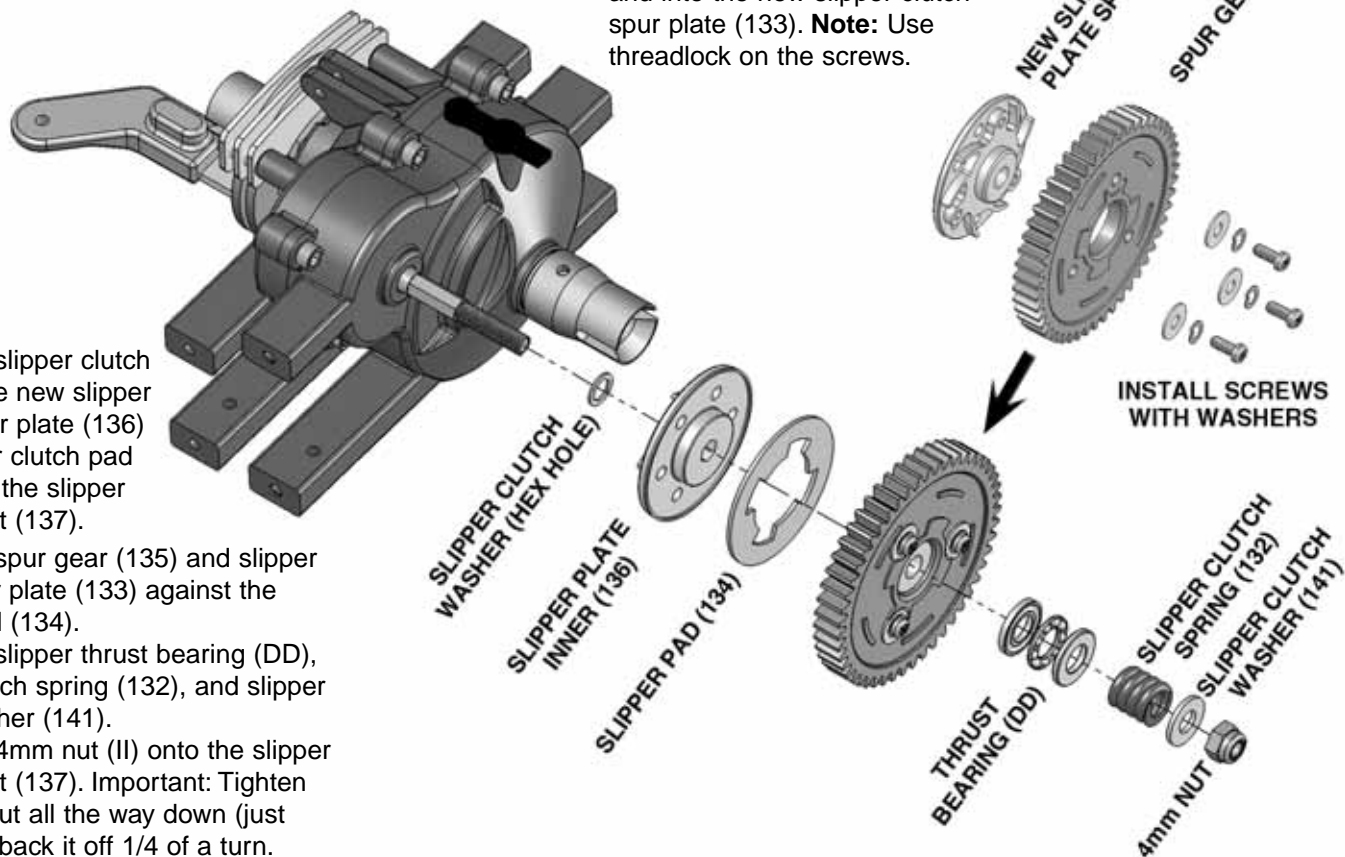
Note: Transmission shown removed from chassis for clarity. The slipper can be changed with the transmission still in the truck.

1. Remove the 4mm lock nut from the slipper clutch shaft.
2. Remove the entire slipper assembly (washer, spring, pads, metal plates, spur gear) from the shaft and set aside.
Important! Keep the blue slipper pad and use it with the new slipper.

INSTALL NEW SLIPPER

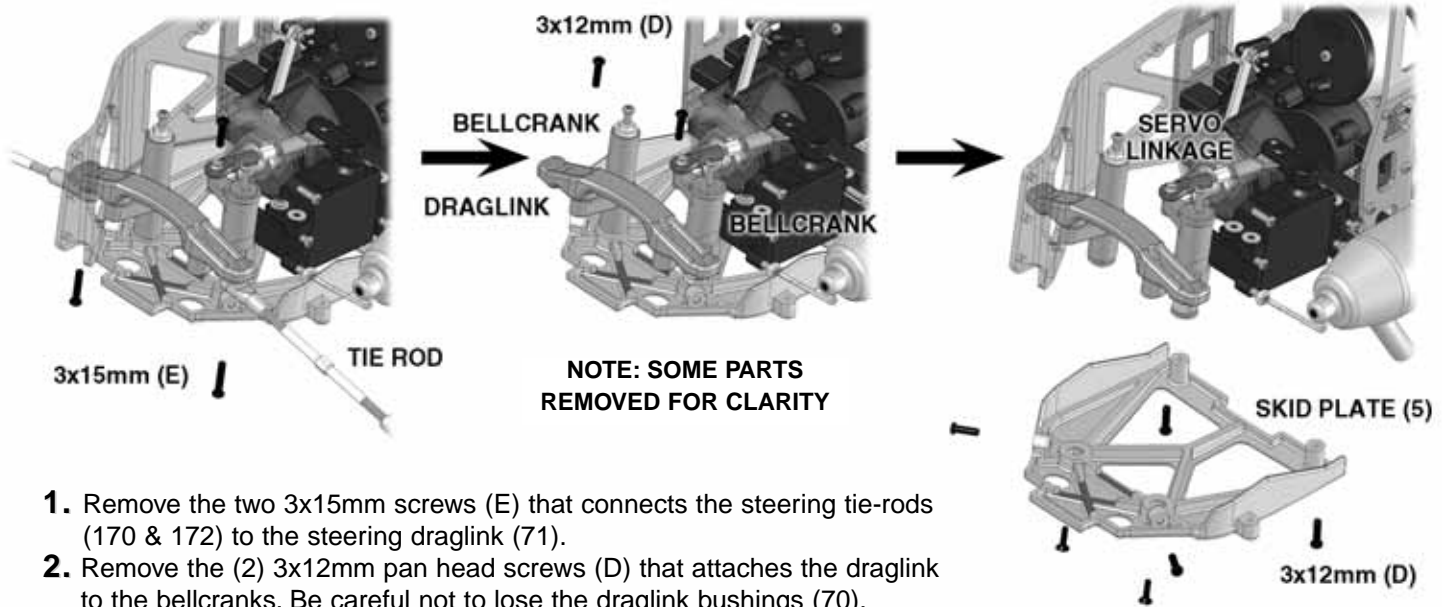
4. Install the slipper clutch washer, the new slipper clutch inner plate (136) and slipper clutch pad (134) onto the slipper clutch shaft (137).
5. Install the spur gear (135) and slipper clutch spur plate (133) against the slipper pad (134).
6. Install the slipper thrust bearing (DD), slipper clutch spring (132), and slipper clutch washer (141).
7. Install the 4mm nut (II) onto the slipper clutch shaft (137). Important: Tighten the 4mm nut all the way down (just snug) and back it off 1/4 of a turn.

3. Re-install the screws and washers through the new spur gear (135) and into the new slipper clutch spur plate (133). **Note:** Use threadlock on the screws.



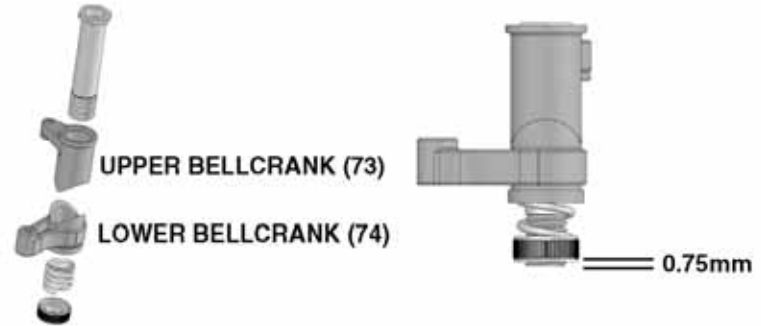
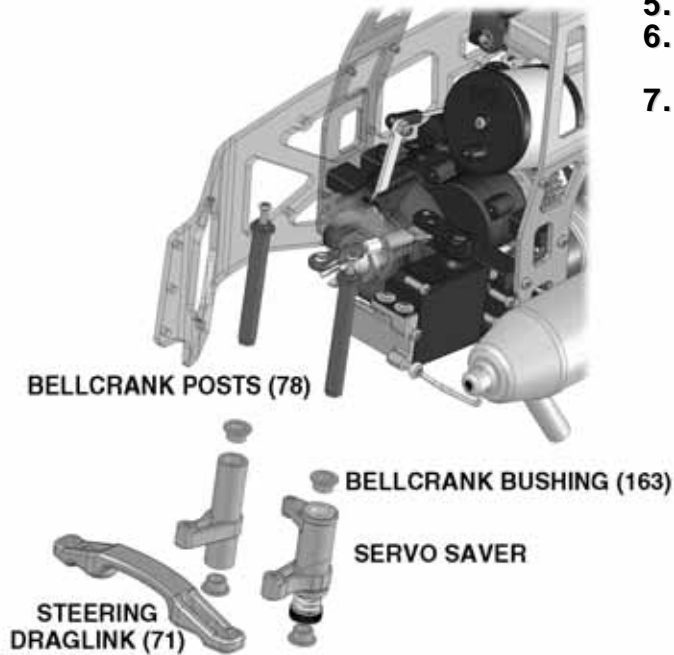
REPLACE SERVO SAVER

Required Tools: Phillips Screwdriver (DTXR0182)



1. Remove the two 3x15mm screws (E) that connects the steering tie-rods (170 & 172) to the steering draglink (71).
2. Remove the (2) 3x12mm pan head screws (D) that attaches the draglink to the bellcranks. Be careful not to lose the draglink bushings (70).
3. Remove the 3x15mm pan head (E) that attaches the servo linkage to the servo saver.
4. Remove the six screws that hold the front skid plate (5) to the chassis and remove the skid plate from the chassis.

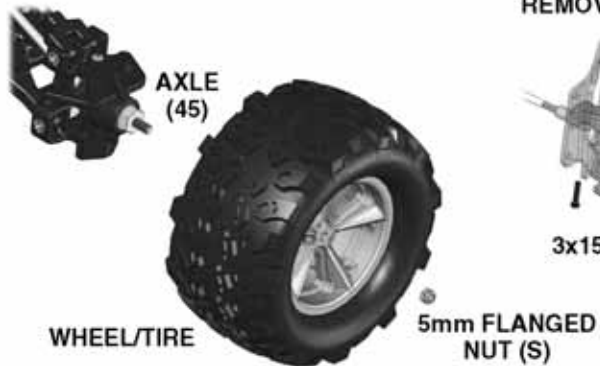
5. Remove the bellcrank assemblies from the bellcrank posts (78).
6. Disassemble the servo saver side of the bellcranks and re-assemble using the new upper (73) and lower (74) bellcranks.
7. Install the new bellcrank bushings (163) into the parts as shown.



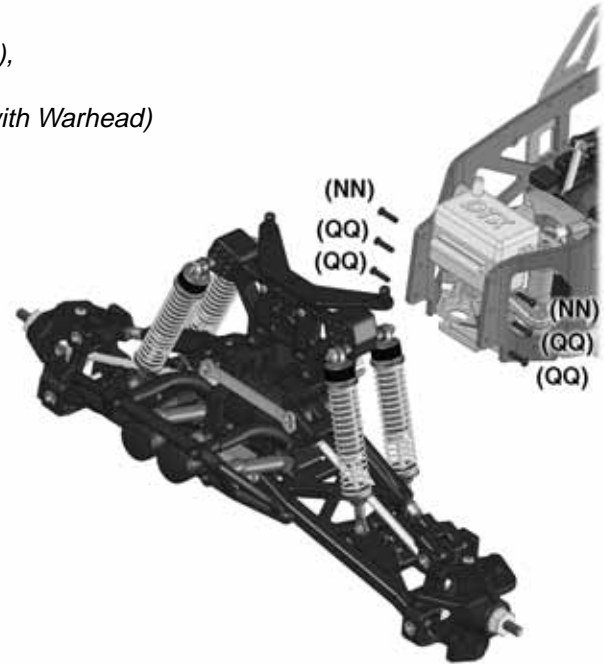
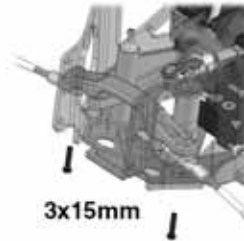
8. Install the bellcrank assembly back onto the bellcrank posts (78).
9. Re-install the skid plate onto the chassis and secure in place with the (6) screws previously removed.
Important: The bellcrank posts (78) must key into the front skid plate (5) for a proper fit.
10. Re-install the steering draglink (71) onto the new bellcranks using the two 3x12mm pan head screws (D).
Tip: Make sure the bushings are properly seated before installing the screws.
11. Re-attach the steering tie-rods to the bottom of the steering draglink (71) using two 3x15mm screws (E).

REMOVE FRONT END

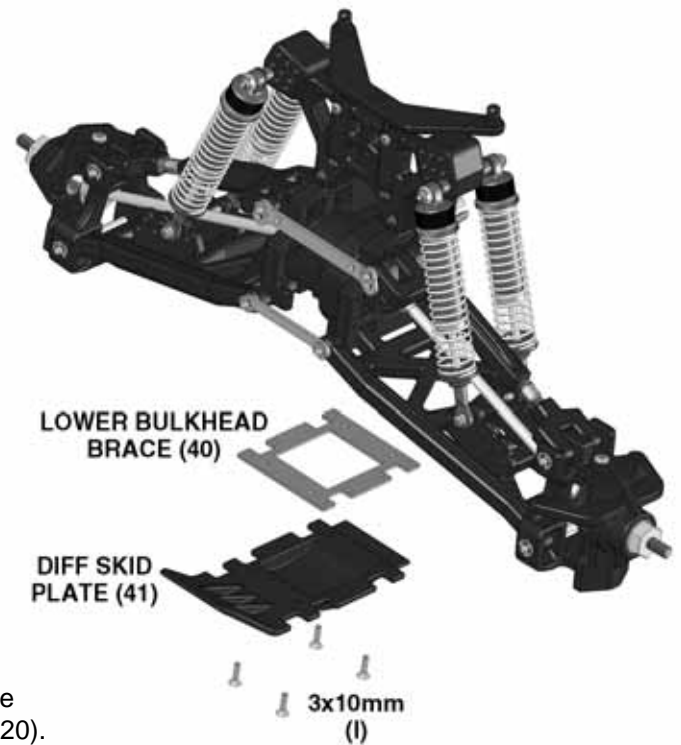
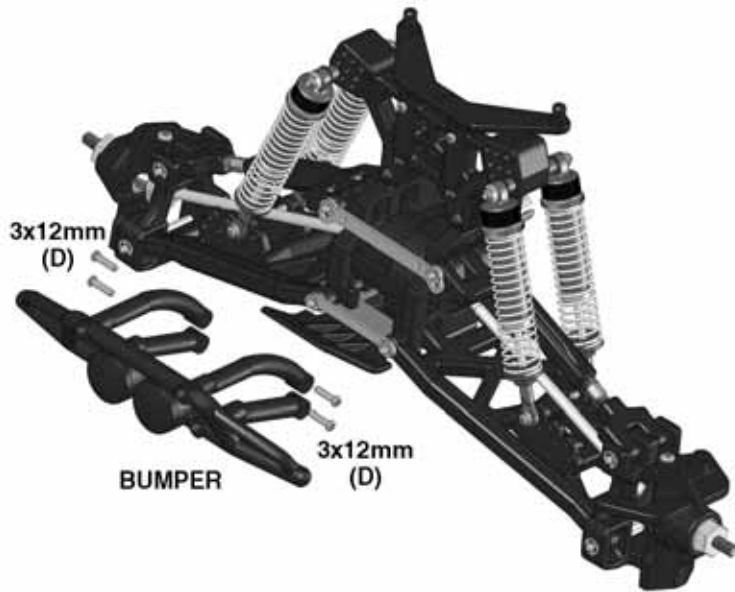
Required Tools:
Phillips Screwdriver (DTXR0182),
2mm Hex Wrench (DTXR0176),
8mm Wrench (4-Way included with Warhead)



**NOTE: SOME PARTS
REMOVED FOR CLARITY**



- 1.** Remove the 5mm flanged nuts (S) from the front axles (45). Then, remove the wheels/tires.
- 2.** Remove the two 3x15 pan head screws (E) that attach the steering tie-rods to the draglink (71).
- 3.** Remove the six screws (two NN (top) and four QQ) that attach the chassis (1 & 2) to the front bulkhead (19 & 20) and remove the front end of the truck from the chassis (1 & 2).



4. Remove the four 3x12mm pan head screws (D) that hold the front bumper mounts (53 & 39) to the front bulkheads (19 & 20).
5. Remove the four 3x10mm flat head screws (I) from the front differential skid plate (41). Remove the front differential skid plate (41) and the lower bulkhead brace (40).

REPLACE BULKHEADS



6. Remove the four 3x15 button head hex screws (NN) from the front shock tower (16).
7. Remove a 3mm e-clip (H) from one end of each of the upper and lower hinge pins (34 & 35). Slide the hinge pins out to detach the suspension arms (23 & 26) from the front bulkheads (19 & 20).
8. Remove the 3x10mm pan head screw (C) from each of the front bulkheads (19 & 20). Then remove the front differential from the front bulkheads (19 & 20).
9. Install the front differential into the new front bulkheads. Important: Make sure the pins in the front differential go into the holes marked "F" in the bulkheads. Secure the differential to the bulkhead by installing a 3x10mm pan head screw (C) through the bulkhead into the differential.

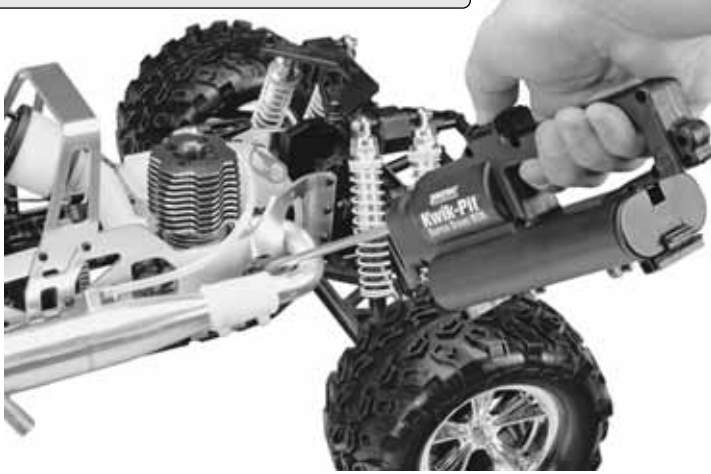
10. Re-attach the suspension arms (23& 26) to the front bulkheads (19&20) using the upper (35) and lower (34) hinge pins.
11. Secure the hinge pins in place using the 3 mm e-clips (H).
12. Re-attach the front shock tower (16) to the front bulkheads (19&20) using the four 3x12mm pan head screws (D).
13. Re-install the lower bulkhead brace (40) and the front differential skid plate (41) onto the bottom of the bulkheads.
14. Re-attach the front bumper by installing four 3x12mm pan head screws (D) through the front bumper mounts (53 &39) and into the front bulkheads (19 & 20).
15. Re-install the front center drive shaft (4) between the transmission and the front differential.
16. Re-attach the front end of the truck back onto the chassis. The 3x15mm button head hex screws (NN) go in the top hole on each side and the bottom two holes on each side get 3x10mm button head hex screws (QQ).
17. Re-attach the steering tie-rods to the bottom of the steering draglink (71) using two 3x15mm screws (E).

INSTALL FUEL LINE CLIP

1. Remove the fuel line from the carburetor and the fuel tanks.
2. Remove the header tank from the chassis.
3. Install the new fuel line and fuel line clip onto the carburetor and fuel tank.



SUPER START USE



IMPORTANT! Your radio system must **ALWAYS** be turned on and the transmitter antenna fully extended when running the engine!

1. Fill the fuel tank.
2. Charge the 6-cell battery (not included) for the Kwik Pit™ Super Start. Install the battery into the unit and connect it to the starter. Press the button on the starter to check that it is functioning properly.
3. Attach the glow starter to the glow plug.
4. With the throttle at idle, start the engine using the Super Start System.

Sometimes it is helpful to start the engine at around half throttle. When the engine starts, immediately return the throttle to idle.

REPLACEMENT PARTS:

DTXC77073 Pin Flywheel
DTXC71583 Pin Clutch Shoe (3)
DTXC71663 Pin Clutch Spring (3)

DTXP6033Super Start Back Plate Set

(Which includes the following):

DTXP6053Super Start Spur Gear
DTXP6061Super Start Gearbox Set
DTXP6044Super Start Connecting Joint
DTXP6042Super Start Washer
DTXP6041Super Start Screw And Washer Set

DTXC9304Updated Slipper Clutch Set

(Which includes the following):

DTXC9404Updated Spur Gear 49T
DTXC9301Updated Slipper Clutch Inner Plate
DTXC9302Updated Slipper Clutch Spur Gear Plate
DTXC9303Updated Slipper Clutch Thrust Bearing
DTXC9304Updated Slipper Clutch Set
DTXC9306Updated Slipper Clutch Spring

DTXC7818Fuel Shut Off Clamp

DTXC6829Updated Front Bulkhead Set

DTXC8877Updated Servo Saver Set

DTXC7819Updated 165cc Race Fuel Tank