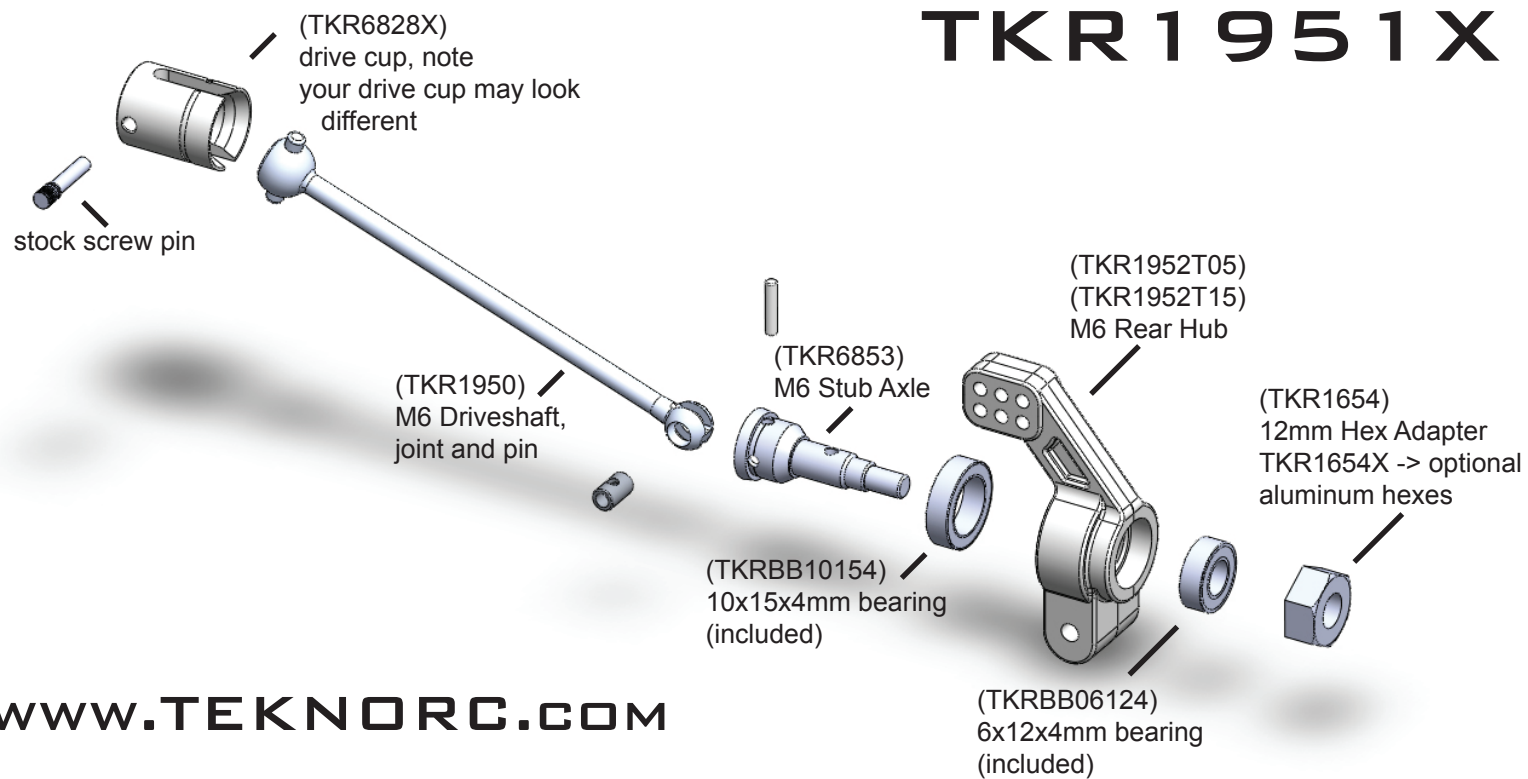


# TKR1951X



[www.teknorc.com](http://www.teknorc.com)

Thank you for purchasing the Tekno RC M6 Driveshafts and Rear Hubs for the Traxxas Slash 2WD, Nitro Rustler and Nitro Stampede line of vehicles. You will find it to be of the highest quality and durability while offering you new tuning options to enhance the performance of your vehicle.

#### Parts List:

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| (2) – 1.5 degree nylon hub carriers | (2) – 0.5 degree nylon hub carriers |
| (2) – 6x12x4mm bearings             | (2) – 10x15x4mm bearings            |
| (2) – Hardened steel drive cups     | (2) – Hardened steel CVAs           |
| (2) – Nylon 12mm wheel hexes        | (4) – 6x10x.2mm shims               |

We recommend that you start by giving your vehicle a quick cleaning before any disassembly. Have a clean workspace and your tools ready to go. To install your new product you will need the following tools: 7mm nut driver; 1.5mm allen wrench; 2mm allen wrench; 2.5mm allen wrench.

We will do one side at a time...

#### Disassembly:

1. Unscrew the screw pin from diff output shaft and set aside for later use.
2. Remove 7mm nut, tire, plastic hex, drive pin, and shim. Set tire, nut, and pin aside for later use.
3. Unscrew outer hinge pin and camber link from hub. Remove the hub with the entire axle assembly.

#### Reassembly:

1. Put drive cup on diff output shaft and insert the screw pin from step 1. Use thread lock!
2. Install included inner and outer bearings into the hub.
3. Screw in camber link (position #6 is the stock position).
4. Insert new M6 CVA into the hub, line up dogbone in the drive cup, and reinstall the outer hinge pin.
5. Put supplied 6x10x.2mm shims over axle to minimize slop if present, insert original drive pin, put on new hex, install tire and nut – And you are done!
6. Repeat on opposite side.

Now that you have everything installed, let us go over the new tuning features you can now take advantage of. First, combined with your vehicles built in toe, our hubs allow you to have -1.5, -0.5, +0.5, and +1.5 degrees of rear toe (per side). Here is how to achieve these settings:

- 1.5 offset: use the 1.5 hubs with the numbers facing rearward
- 0.5 offset: use the .5 hubs with the numbers facing rearward
- +0.5 offset: use the .5 hubs with the numbers facing forward
- +1.5 offset: use the 1.5 hubs with the numbers facing forward

#### Effects of toe settings:

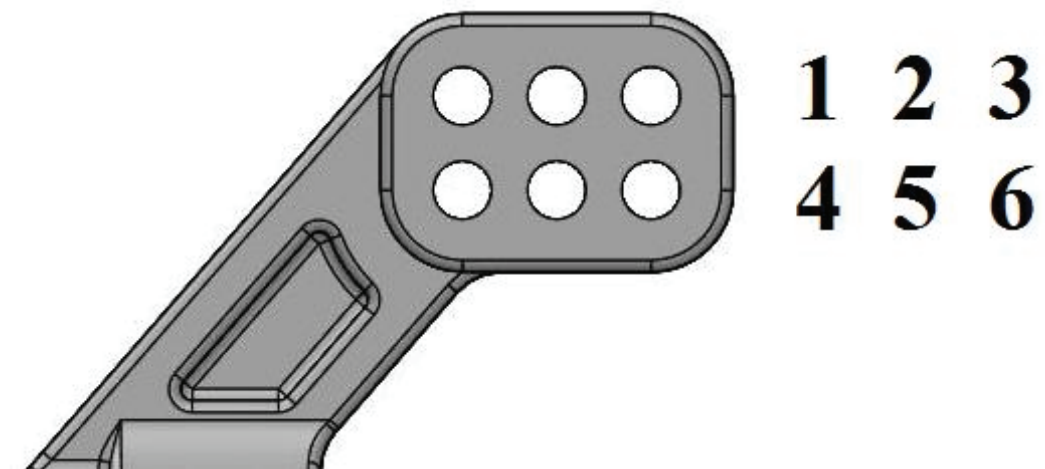
##### Less rear toe:

- Higher top speed
- Easier to lose rear traction and spin out
- Less stable on power, during turning, and during braking
- Increases oversteer

##### More rear toe:

- Lower top speed
- Less chance of spinning out
- More stable on power, during turning and during braking
- Increases understeer

Your new rear hubs also allow you to change your camber link position to one of six locations.



By running your link in the lower holes (4, 5, or 6) you lower your roll center. By running your link in the upper holes (1, 2, or 3) you will raise your roll center.

#### Effects of roll center adjustment:

##### Lower roll center:

- Increases steering into corner
- Decreases rear traction into corner

##### Higher roll center:

- Increases on-power traction
- Helps prevent traction rolling

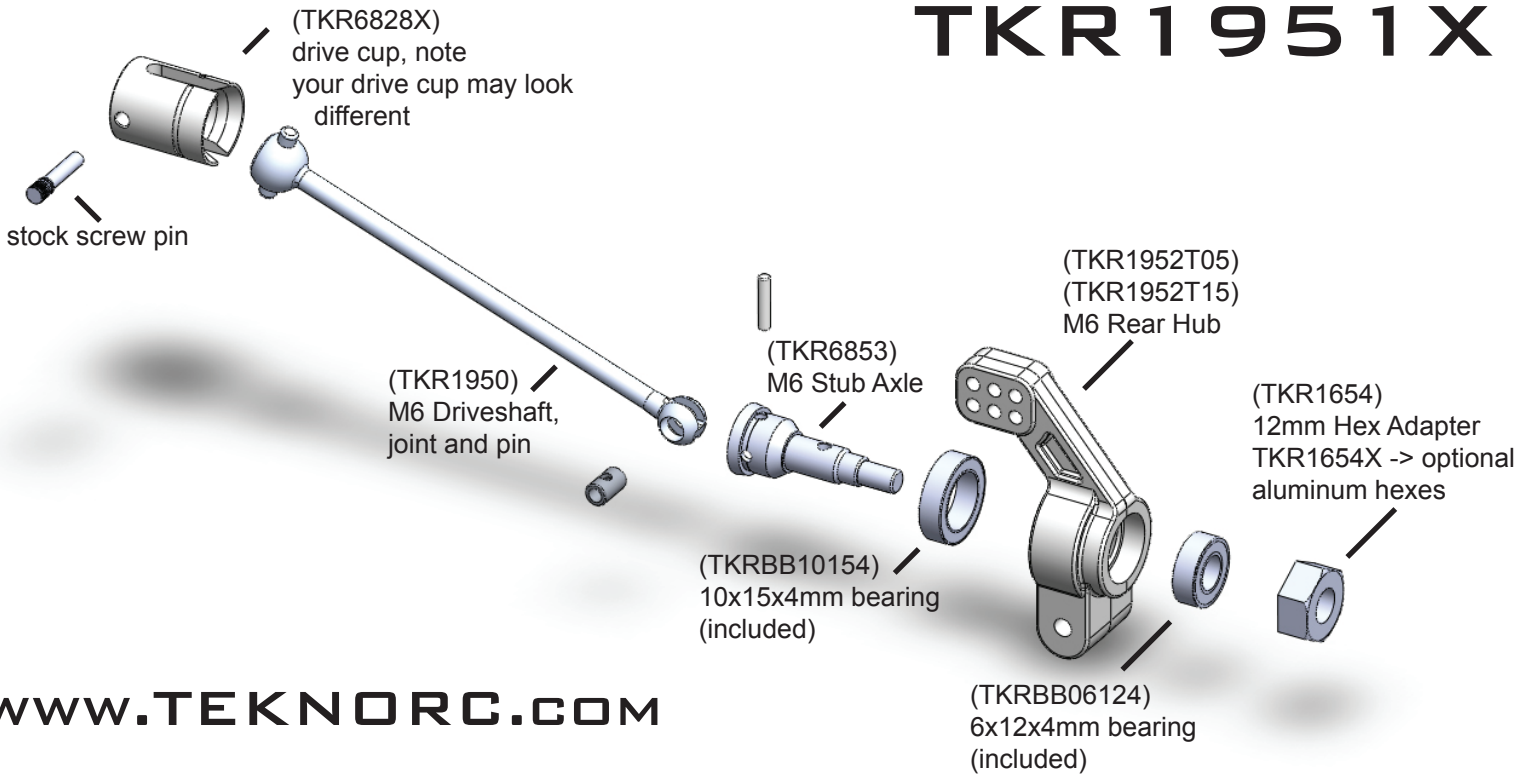
##### By running shorter rear links (3 or 6):

- Increase steering into corner
- Decrease stability into corner
- Decrease steering out of corner
- Increase roll
- Increase camber gain

##### By running longer rear links (1 or 4):

- Decrease steering into corner
- Increase stability into corner
- Increase steering out of corner
- Decrease camber gain
- Slow down responsiveness of car

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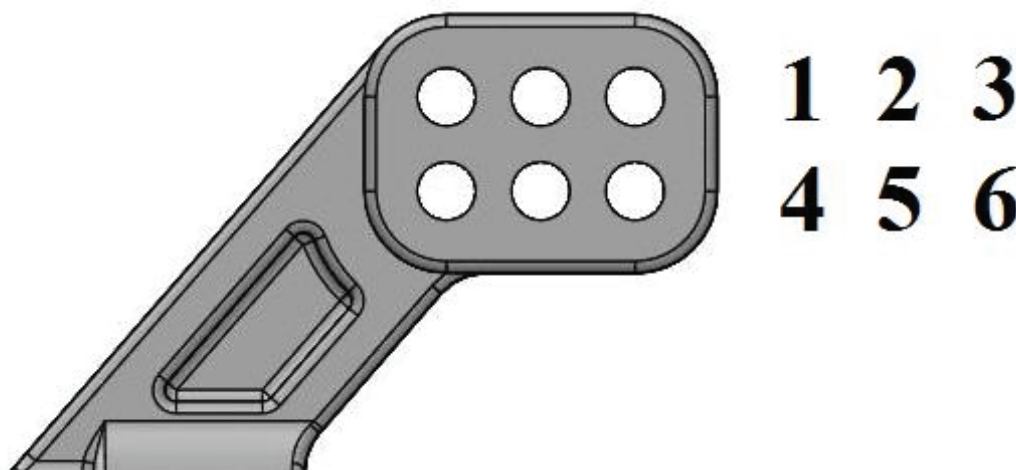
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