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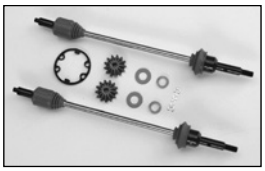
Steel Constant-Velocity (CV) Driveshafts Installation

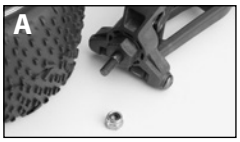
Covers Part #5551X

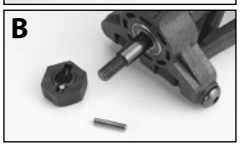


Tools Needed:
1.5mm hex wrench
2.0mm hex wrench
7.0mm nut driver
Needle-nose pliers

Remove the rear wheels and hex hubs

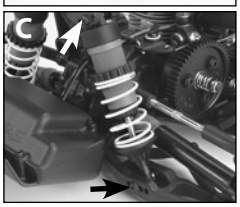
1. Remove the two 4.0mm nylon locknuts from the rear wheel axles; then, remove the wheels (A).
2. Slide the hex hubs off each axle, and remove the axle pins (B).





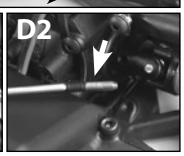
Remove the rear shocks

3. Disconnect both rear shocks from the chassis by removing each of the upper 3x15 button-head machine screws from the shock towers, and each of the lower 3x18 button-head machine screws from the lower suspension arms. This will provide better access to the half shafts (C).



Remove the half shafts

4. Remove the M3/12.5 yoke pin from each differential output shaft (D1) and disconnect the half shafts from the output shafts (D2).

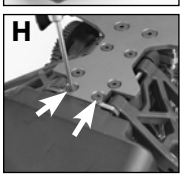


5. Pull the half shaft yoke off the output shafts coming from the differential; then, pull the axles out of the stub axle carriers. Set the half shafts aside. The yoke pins and half shafts will not be reused (E1, E2).

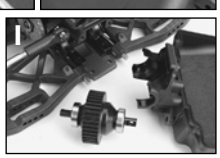
Remove the differential

6. Remove the four 2.5x10 cap-head machine screws that secure the rear battery cover, and lift the cover from the battery box (F).

7. Remove the two 3x10 button-head machine screws from the diff cover (G) and the two 3x15 countersunk machine screws from the bottom of the chassis (H).

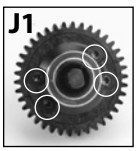


8. Pull the battery box and diff cover assembly from the transmission to access the differential. Remove the differential from the transmission (I).

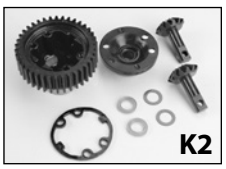


Exchange the output shafts in the differential

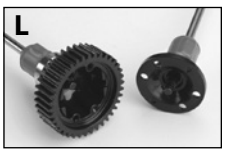
9. Remove the four 2.5x8 countersunk machine screws from the differential assembly (J1), separate the side cover plate from the differential gear, and drain the differential gear of all diff fluid (J2).



10. Remove the spider gears and shaft from the differential gear. (Take note of the orientation of each before removal.) Remove the stock output gears from the differential gear and the side plate. Also, remove the blue X-rings, 5x10x0.5 PTFE washers, and the differential gear gasket from the differential gear and side cover. These will be replaced by those in the kit (K1, K2).

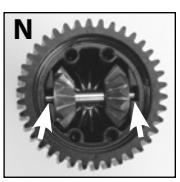


11. Locate the two CV driveshaft assemblies from the kit. Make sure the bearings are still on the diff carrier before reassembly. Insert the end (with the two flats) of one steel driveshaft assembly into the differential gear. Insert the end (with the two flats) of the other steel driveshaft assembly into the side cover plate (from the outside). See (L) for correct orientation.

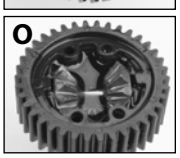


12. Slide an X-ring over each shaft from the inside of the differential gear and side plate cover (M1). Follow the X-ring with a 5x10x0.5 PTFE washer (M2). Then, slide an output spider gear on last (see M3 for correct orientation). Make sure that the X-rings are properly seated into their grooves. Press the spider gear down onto the shaft and snap a 1.5mm E-clip onto the end of the shaft to retain the gear.

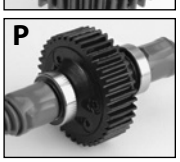
13. Return the spider gears and the spider gear shaft to the differential gear. Align the shaft ends with the slots (N).



14. Fill the differential gear with the desired diff lube (stock lube is 10K weight differential oil, Traxxas part #5135). Place a new differential gasket (included) onto the differential gear. Align the four holes in the gasket with the four holes in the differential gear. Reconnect the differential side cover to the differential gear, aligning the same four holes from the gear with the four holes in the side cover (O).



15. Secure the differential gear and the side cover together with four 2.5x10 cap-head machine screws (P).



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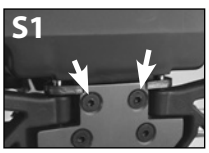
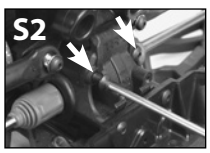
Install the differential and driveshafts

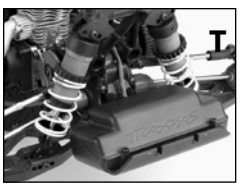
16. Insert both axles through the bearings located in the stub axle carriers one at a time (Q), and place the differential back into the transmission (see "R" for correct orientation).

17. Attach the differential cover to the back of the transmission. Make sure that the suspension pins are in the blue rear toe plate, and secure the cover with two 3x15 countersunk machine screws (S1) and two 3x10 button-head machine screws (S2). Secure the battery cover to the battery holder with four 2.5x10 cap-head machine screws (S3).

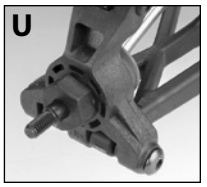




18. Attach the rear shocks to the suspension arms with two 3x18 button-head machine screws and to the shock tower with two 3x15 button-head machine screws (T).



19. Insert the axle pins into the holes in the axles, and slide the hex hubs onto the axles (U). Attach the wheels on the hex hubs. Make sure the hex hubs are keyed into the wheels and secure the wheels with two 4.0mm nylon locknuts.



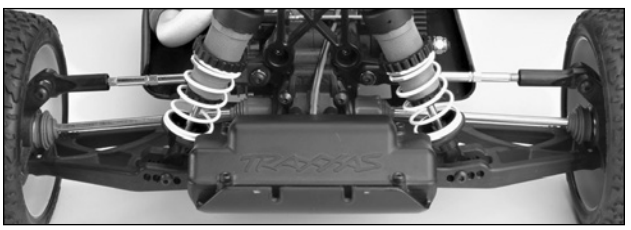
Steel CV driveshaft maintenance

The driveshafts are lubed and sealed at the factory and are built to last. While the maintenance intervals are much larger with the sealed shaft joints, it is still important to provide regular maintenance to ensure long life. Follow the steps below for proper maintenance:

After every gallon of fuel*:

1. Pull the dust boots toward the middle of the shaft to inspect and clean the inner and outer shaft joints. Clean the joints and dust boots with denatured alcohol.
2. Inspect the drive cups, driveshafts, and dust boots for wear.
3. Lube the driveshaft joints with Traxxas thrust bearing lube (Part #2717).
4. Push the dust boots back over the joints. Make sure the boots fit snug around the joint.

* If running in sandy or dusty conditions, perform these steps after every half gallon.



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

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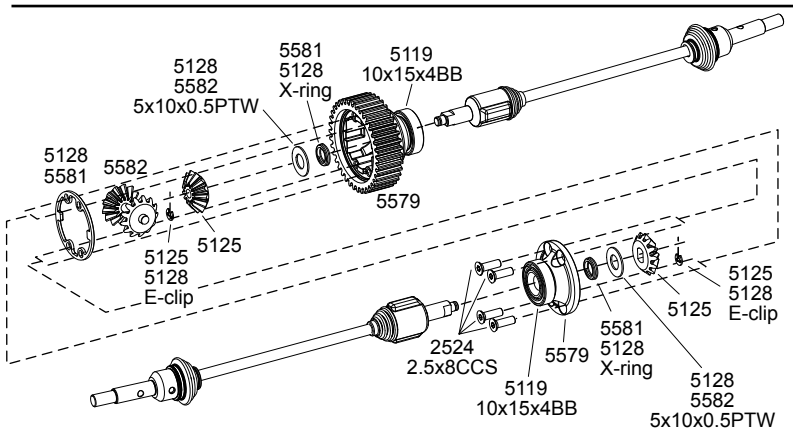
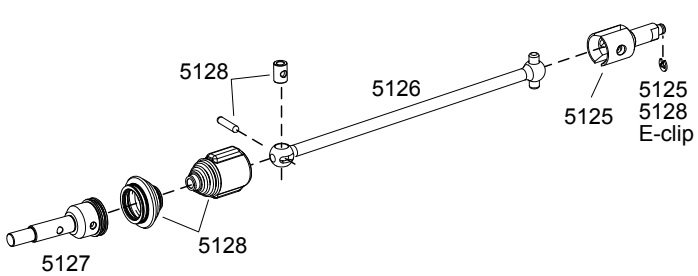
Differential Assembly



Driveshaft Assembly



5125 Drive cups, inner (2) (for steel constant-velocity driveshafts)/ differential spider gears (2)/ gaskets, hardware $15.00

5126 Driveshaft, steel constant-velocity, (shaft only)/ drive cup pin (1) $9.50

5127 Stub axle (1) (for steel constant-velocity driveshaft) $6.00

5128 Rebuild kit (for Jato steel constant-velocity driveshafts) (includes pins, dustboots, gaskets, e-clips, x-rings, lube, and hardware for 2 driveshaft assemblies) $10.00

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