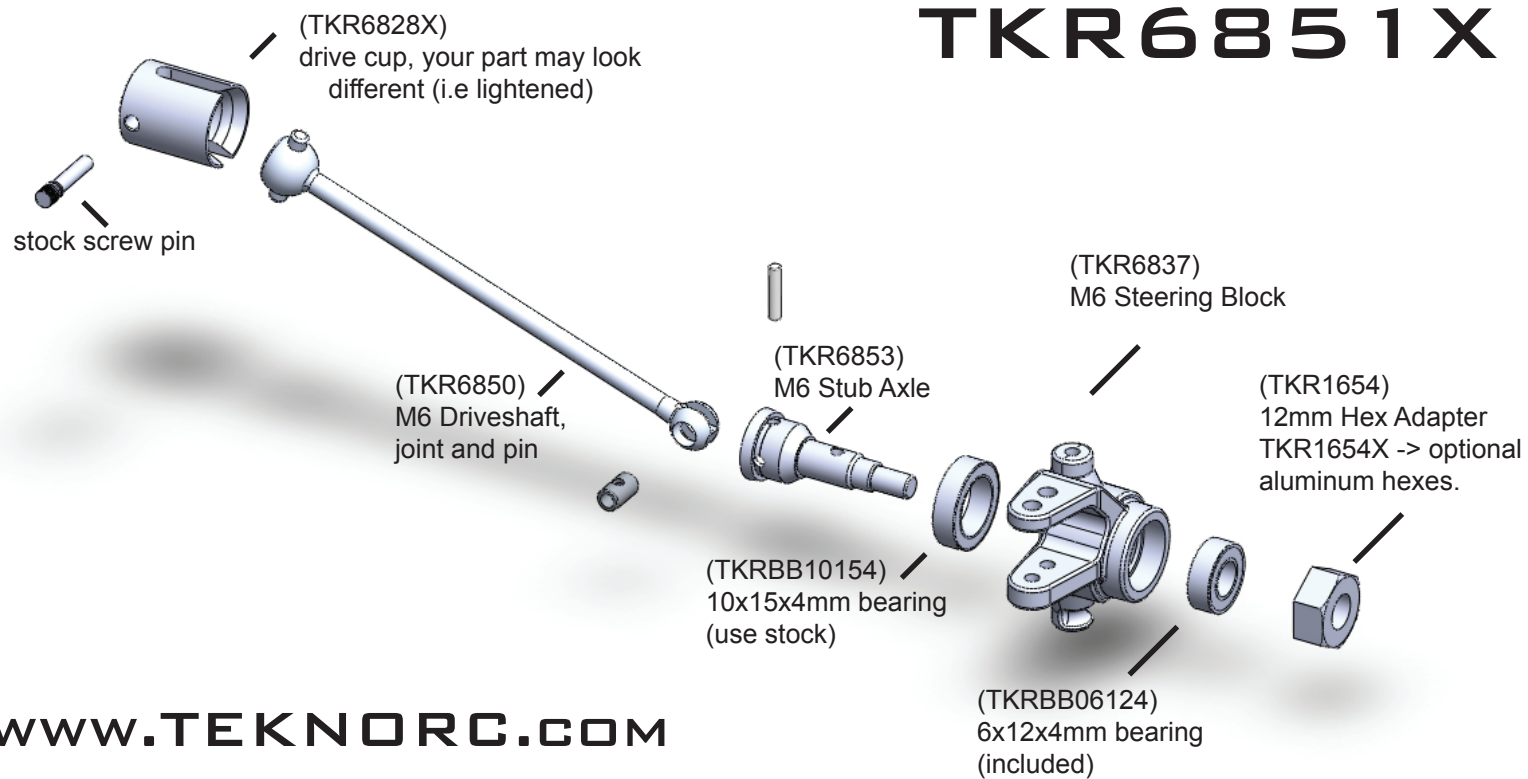


TKR6851X



www.teknorc.com

Thank you for purchasing the Tekno RC M6 Driveshafts and Steering Blocks for the Traxxas Slash 4x4 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) – Nylon Steering Blocks (L/R) | (2) – 6x12x4mm bearings |
| (2) – Hardened Steel drive cups | (2) – Hardened Steel CVAs |
| (2) – Nylon 12mm wheel hexes | (3) – .8 mm washers |

We recommend that you start by giving your Slash 4x4 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 the 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 steering link from stock steering block.
4. Unscrew both shoulder screws from steering block. Remove the steering block with the entire axle assembly.
5. Remove inner bearing (10x15x4mm) and set aside for later use.

Reassembly:

1. Put drive cup on diff output shaft and insert the screw pin from step 1. Use thread lock!
2. Install included outer bearing and stock inner bearing into the steering block.
3. Insert new M6 CVA into the steering block, line up dogbone in the drive cup, and screw in shoulder screws.
4. Screw in steering link with (3) supplied .8mm washers above the hollow ball (stock location).
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.

Effects of toe settings:

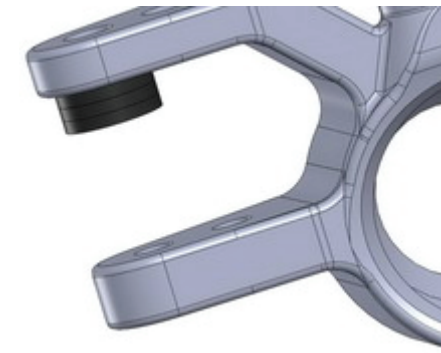
More toe in:

- Easier to drive
- Less steering into turn
- More on power steering
- Slower steering response

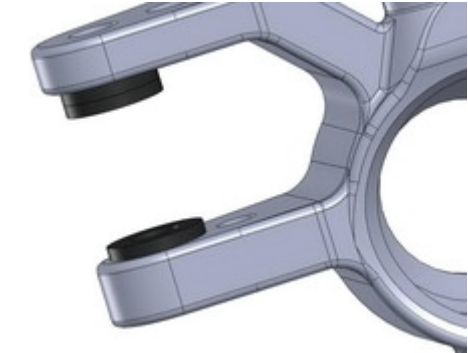
More toe out:

- Can make car more difficult to drive
- More steering into turn
- More off power steering
- Faster steering response

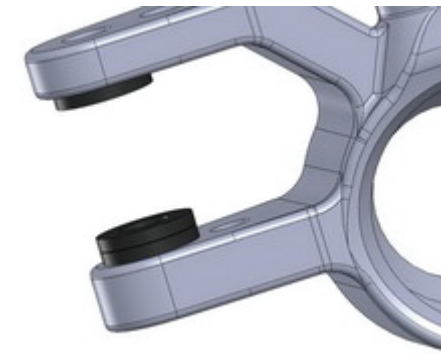
Your new steering blocks allow you to change your bump steer position to one of four locations.



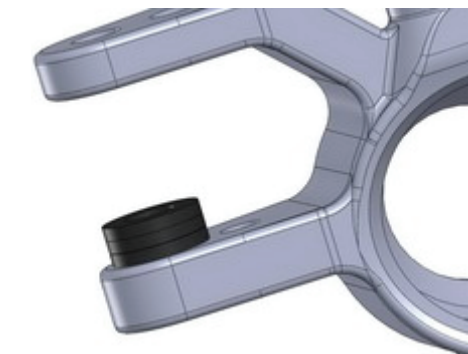
Stock



Bump out 1



Bump out 2



Bump out 3

The stock location maintains very little bump steer (tires parallel) throughout the range of suspension travel. By moving the outer steering link up you can increase the amount of bump steer (tires pointing out) as the suspension compresses.

More bump steer:

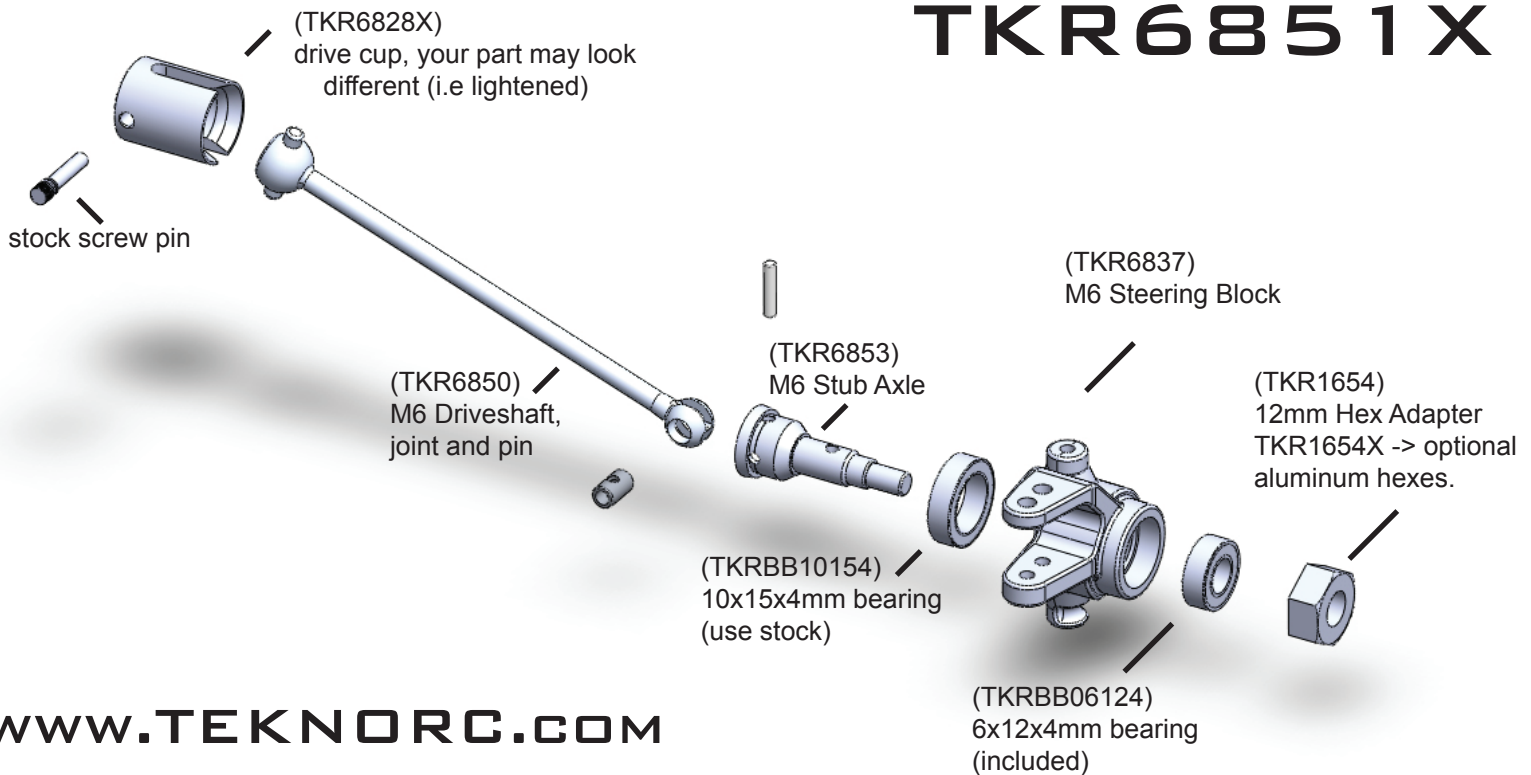
- Increases steering into turn
- Decreases mid corner steering
- Smoother steering response

Less bump steer:

- Decreases steering into turn
- Increases mid corner steering



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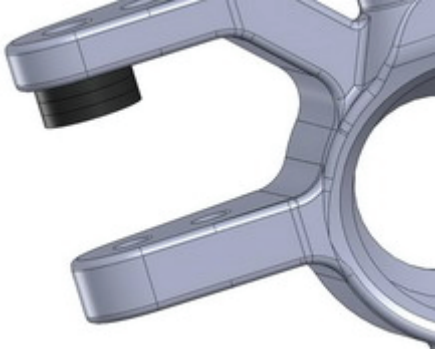
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- More on power steering
- Slower steering response

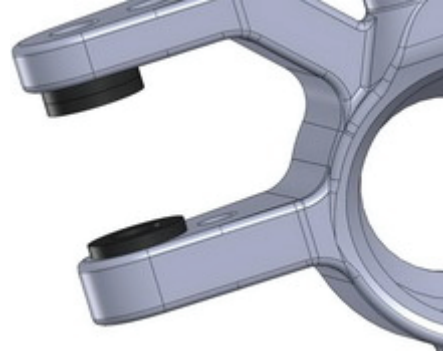
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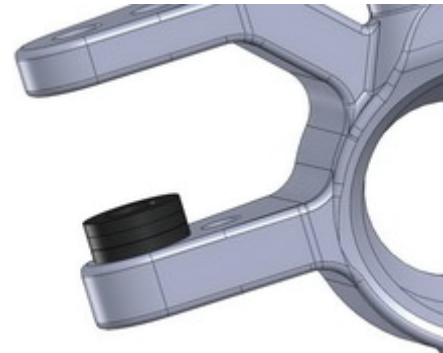
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