



Metal Center Driveshaft Installation

Covers Part #4949R, 4951R

4951R - E-Maxx Center Driveshaft Installation



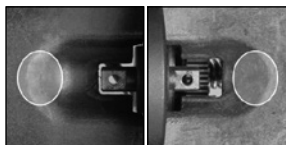
Tools Needed
2.0mm hex wrench

Important Notes

- Both steel driveshaft assemblies are the same and can be used for front or rear.
- Four new screw pins are included in this kit and should be used for installation.

- Pay attention to orientation of the shaft when installing.
The end with the red sleeve always connects to the differential.

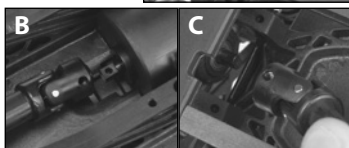
Important: The dust boots around the output yokes of the transmission shafts can rub slightly against the bottom of the E-Maxx chassis. Prolonged interference with the chassis can damage the boot. Up to 1.0mm of material may be removed from the areas indicated in the photo to prevent the dust boots from rubbing the chassis.



Rear Center Driveshaft Installation

E-Maxx stock half shaft removal

1. Remove the screw pin from the E-Maxx's rear differential input drive yoke, and pull the yoke from the input shaft. (A)
2. Remove the screw pin from the rear output drive yoke of the transmission, and remove the whole rear half shaft assembly from the chassis. (B & C)



Steel driveshaft Installation

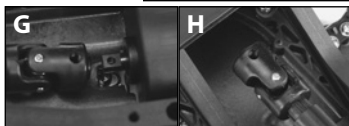
1. Slide 2 PTFE-coated washers and the drive cup (end with the red sleeve) onto the input shaft of the rear differential. Secure the drive cup with the included screw pin (D).
2. Slide the drive cup from the other end of the steel driveshaft onto the output shaft from the transmission, and secure it with the included screw pin. (E)



Front Center Driveshaft Installation

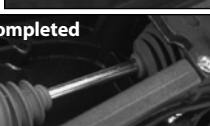
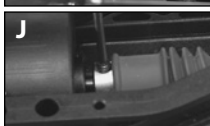
E-Maxx stock half shaft removal

1. Remove the screw pin from the E-Maxx's front differential input shaft, and pull the yoke from the shaft. (F)
2. Remove the screw pin from the front output yoke of the transmission, and remove the whole front center half shaft assembly from the chassis. (G & H)



Steel driveshaft installation

1. Slide 2 PTFE-coated washers and the drive cup (end with the red sleeve) onto the input shaft of the front differential. Secure the drive cup with the included screw pin. (I)
2. Slide the drive cup from the other end of the steel driveshaft onto the output shaft from the transmission, and secure it with the included screw pin. (J)



Rear Completed

Front Completed

4949R - T-Maxx Center Driveshaft Installation



Tools Needed
2.0mm hex wrench
2.5mm hex wrench

Important Notes

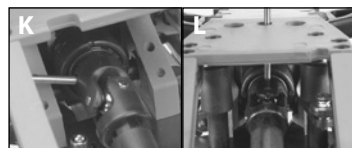
- The rear steel driveshaft is longer than the front driveshaft.

- Four new screw pins are included in this kit and should be used for installation. The longer screw pin is for use with the brake hub adapter (only fits T-Maxx models with OptiDrive transmission [4909, 4902]).
- Pay attention to orientation of the shaft when installing. The end with the red sleeve always connects to the differential.

T-Maxx Stock Half Shaft Removal

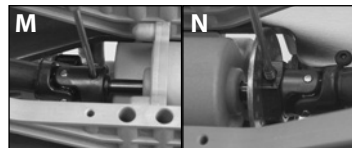
Rear

1. Remove the screw pin from the rear differential input drive yoke. (K)
2. Remove the screw pin from the rear output drive yoke of the transmission. (L)



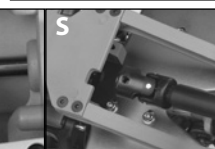
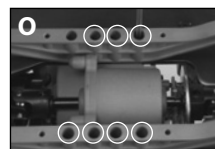
Front

1. Remove the screw pin from the front differential input shaft. (M)
2. Remove the screw pin from the front output yoke of the transmission. (N)



Loosen The Transmission To Clear Half Shafts For Removal

1. Set the chassis upside down, and loosen the seven 3x12 cap-head machine screws that secure the transmission to the chassis plate. This will allow the transmission to pull away from the chassis to provide enough room to remove the output yokes. (O)
2. Remove the front output yoke with the blue hex brake adapter from the transmission output shaft. **Tip:** Slide the brake adapter off with the output yoke at the same time for best results. (P)
3. Slide the input yoke off of the front differential input shaft, and remove the front half shaft assembly from the chassis. (Q)
4. Slide the rear output yoke off of the rear output shaft of the transmission. (R)
5. Remove the input yoke from the rear differential input shaft, and then remove the rear half shaft assembly from the chassis. (S)



Steel Driveshaft Installation

Rear (long shaft assembly)

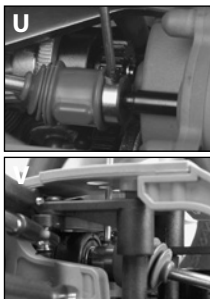
1. Slide 2 PTFE-coated washers and the drive cup of the rear (long) steel driveshaft assembly (end with the red sleeve) onto the input shaft of the rear differential. Secure the drive cup with one of the three short screw pins (included).

Note: The threads of the screw pin will not thread all of the way into the cup. Tighten the screw pin until snug. (T)



4949R - T-Maxx Center Driveshaft Installation continued:

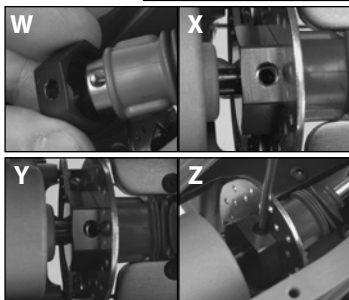
- Slide the drive cup from the other end of the steel driveshaft onto the output shaft from the transmission, and secure it with a short screw pin. (U)



Front (short shaft assembly)

- Slide 2 PTFE-coated washers and the drive cup of the front (short) steel driveshaft assembly (end with the red sleeve) onto the input shaft of the front differential. Secure the drive cup with a screw pin. (V)

- Locate the blue aluminum brake hub adapter included with the kit. Slide the brake hub over the drive cup of the front driveshaft and align the holes (as shown in photos W & X).

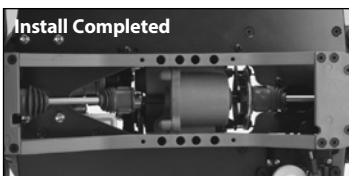


Note: Make sure the boot is fully inserted into the brake hub to ensure a proper seal.

- Next, insert the brake adapter along with the drive cup into the brake disc and onto the transmission output shaft. Align the holes of the output shaft, drive cup, and brake adapter together, and secure them with the long screw pin (included in the kit). (Y & Z)

Secure Transmission To The Chassis

- Place the transmission back onto the chassis, and secure it with the seven 3x12 cap-head machine screws.



CV Driveshaft Maintenance

The metal driveshafts are lubed from the factory and allow for extended maintenance intervals. It is still important to provide regular maintenance to ensure long life. Follow the tips below:

After every gallon of fuel or four hours of total runtime:

- 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.
- Inspect drive cups and driveshafts for wear.
- Inspect the dust boots for wear.
- Re-lube the driveshaft joints. The recommended and factory applied grease for the driveshaft joints is the Traxxas #2717 Thrust Bearing Lube.
- Push the dust boots back over the joints, making sure that the boots fit snugly. Note that the molded pins inside the dust boots for the output drive cups on the transmission must key into the holes in the cups.

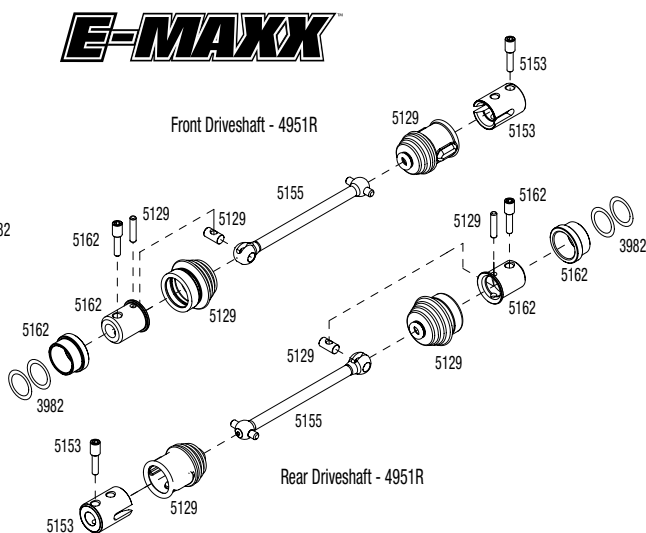
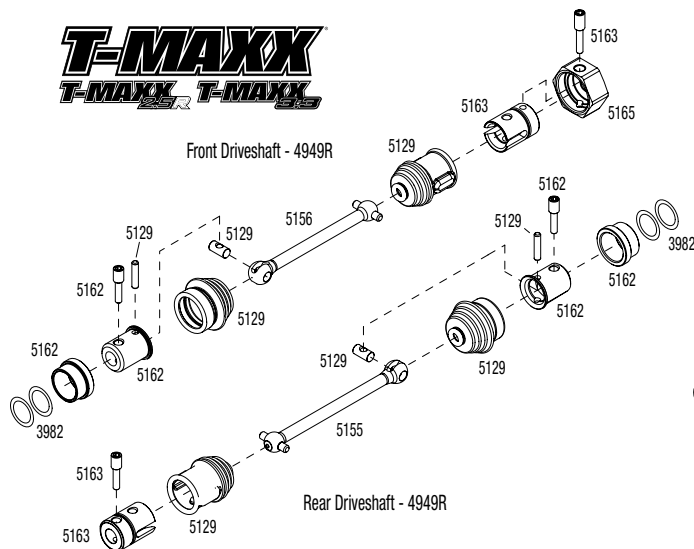
* Perform these steps after every half-gallon or two hours of total runtime when running in sand or conditions that include very fine dust.

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

1-888-TRAXXAS

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

Driveshaft Assembly



4949R	Driveshafts, center T-Maxx (steel constant-velocity) front (1)/ rear (1) (assembled with inner and outer dust boots, for T-Maxx models w/ OptiDrive transmission).....	\$45.00
4951R	Driveshafts, center E-Maxx (steel constant-velocity) front (1)/ rear (1) (assembled with inner and outer dust boots, for E-Maxx) .	\$40.00
5155	Driveshaft, steel constant-velocity (shaft only, 66mm)/ drive cup pin (1) (fits rear center shaft on T-Maxx, front & rear center shaft on E-Maxx).....	\$8.00
5156	Driveshaft, steel constant-velocity (shaft only, 58mm)/ drive cup pin (1) (fits front center shaft on T-Maxx).....	\$8.00

5163	Drive cups (2) (attaches to 5mm trans output shaft)/ screw pins, M4/15 (2) (for T-Maxx steel constant-velocity center driveshafts) .	\$10.00
5162	Drive cup (1) (attaches to T-Maxx/E-Maxx diff input shaft,)/ screw pin, M4/15 (1)/ sleeve (1) (for steel constant-velocity center driveshafts)	\$9.00
5165	Brake adapter, hex aluminum, (blue) (For T-Maxx steel constant-velocity center driveshafts).....	\$6.00
5129	Rebuild kit (for Revo/Maxx steel constant-velocity driveshafts) (includes pins, dustboots , and lube for 2 driveshaft assemblies)	\$7.00
3982	Washer, PTFE 6x8x0.5 (10)	\$1.25

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