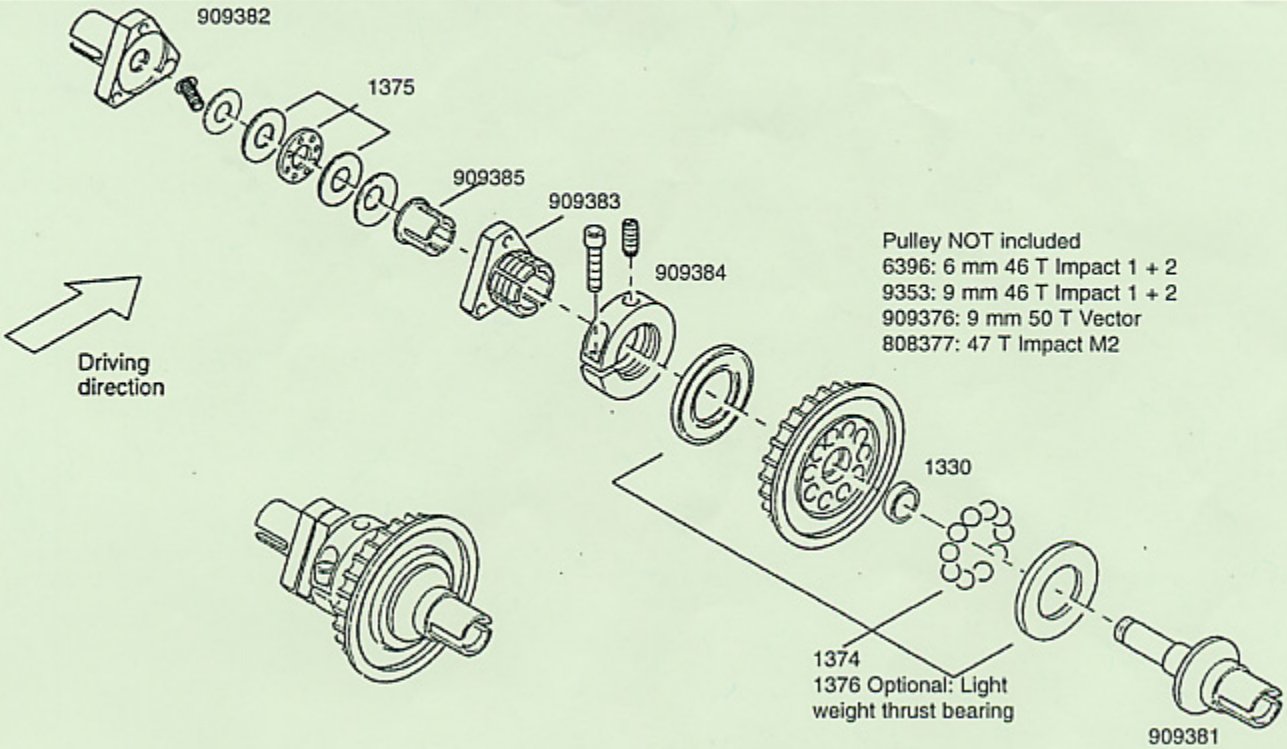
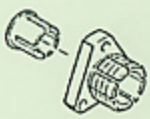
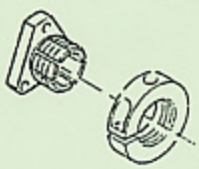
909390 BALL DIFFERENTIAL, PRO EV2



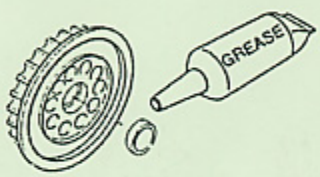


1 Press the nylon clamp bushing in the alu.diff.hub.

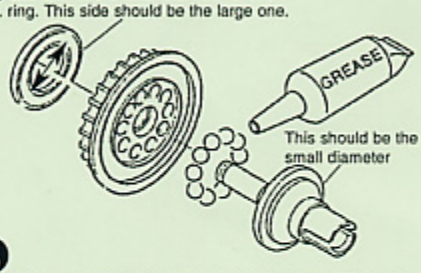


2 Turn the alu.adjusting nut on to the diff.hub, all the way back. Use some grease on the thread.

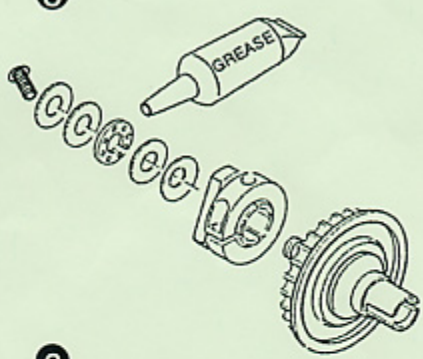
3



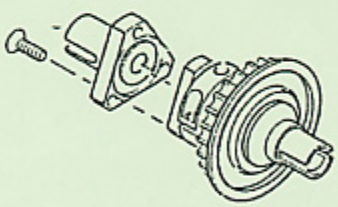
4 Remove the core from the diff.pully. Press the 8x12 mm ballbearing in the pully.



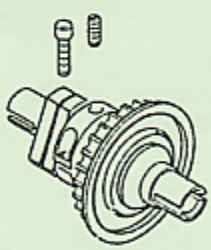
5 Place the grooved ring over the diff. axle, press the hardened steel balls in the pully and apply the second grooved ring.



6 Place the diff. hub over the diff.axle and apply the bevel washer , followed by the 7mm thrust bearing and the shim with the M3x8 allen screw. Turn the alu. adjusting nut towards the pully. Enough pre-load must be given to avoid the diff. to slip over the balls.



7 The diff. flange is mounted with the 3 c.s.h. screws M3x8.



8 The alu. adjusting nut is locked with s.h. screw M3x12. The more load applied to the adjusting nut, the more resistance is created, giving more diff.lock. The setscrew M4x6 is used together with the nylon piece to secure the adjusting nut position.

9 More lock on the diff. will make the car turn in better, but will also make the car more nervous to drive. The fine adjustment must be made on the track.