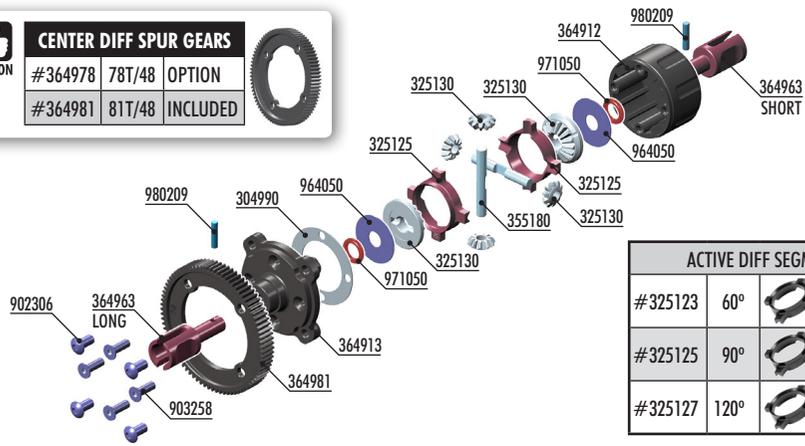


XRAY XB4/XT4

#365101 ACTIVE DIFFERENTIAL - CENTER - SET

OPTION	CENTER DIFF SPUR GEARS
#364978	78T/48
#364981	81T/48



ACTIVE DIFF SEGMENTS			
#325123	60°		OPTION
#325125	90°		INCLUDED
#325127	120°		OPTION

- | | | | |
|--------|---|--------|--|
| 304990 | DIFF GASKET (4) | 364981 | COMPOSITE CENTER DIFF SPUR GEAR 81T / 48 |
| 325125 | ACTIVE DIFF SEGMENT 90° (2) | 902306 | HEX SCREW SH M3x6 (10) |
| 325130 | ACTIVE DIFF STEEL BEVEL & SATELLITE GEARS (2+4) | 903258 | HEX SCREW SFH M2.5x8 (10) |
| 355180 | ACTIVE DIFF PIN (2) | 964050 | WASHER S 5x15x0.3 (10) |
| 364912 | COMPOSITE GEAR DIFFERENTIAL CASE - LARGE VOLUME | 971050 | SILICONE O-RING 5x1.5 (10) |
| 364913 | COMPOSITE CENTER GEAR DIFF ADAPTER - LARGE VOLUME | 980209 | PIN 2x8.8 (10) |
| 364963 | CENTER GEAR DIFF OUTDRIVE ADAPTER (1+1) | | |



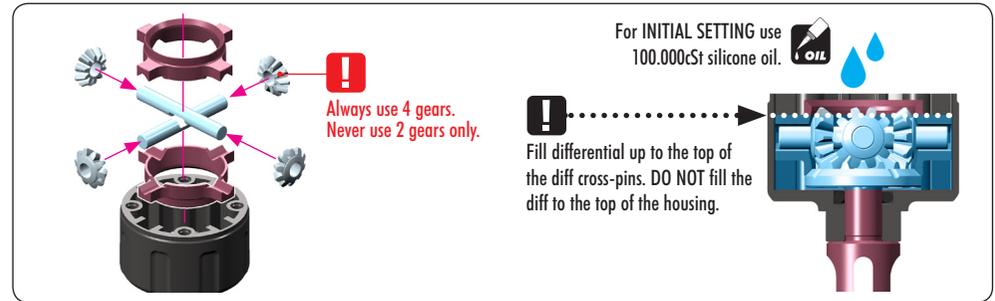
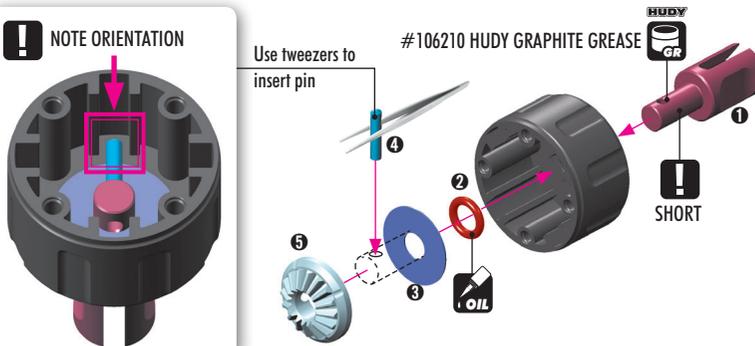
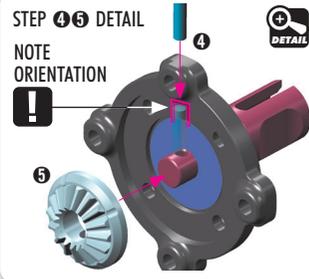
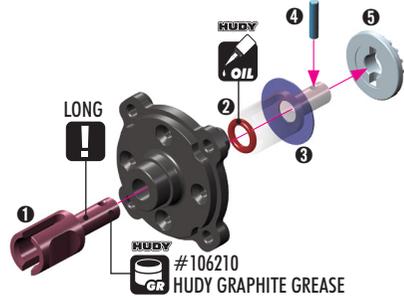
964050
S 5x15x0.3



971050
O 5x1.5



980209
P 2x8.8



!
Always use 4 gears.
Never use 2 gears only.

For INITIAL SETTING use
100.000cSt silicone oil.

!
Fill differential up to the top of
the diff cross-pins. DO NOT fill the
diff to the top of the housing.

TO ENSURE YOU HAVE THE SAME AMOUNT OF OIL FROM REBUILD TO REBUILD, DO THE FOLLOWING:

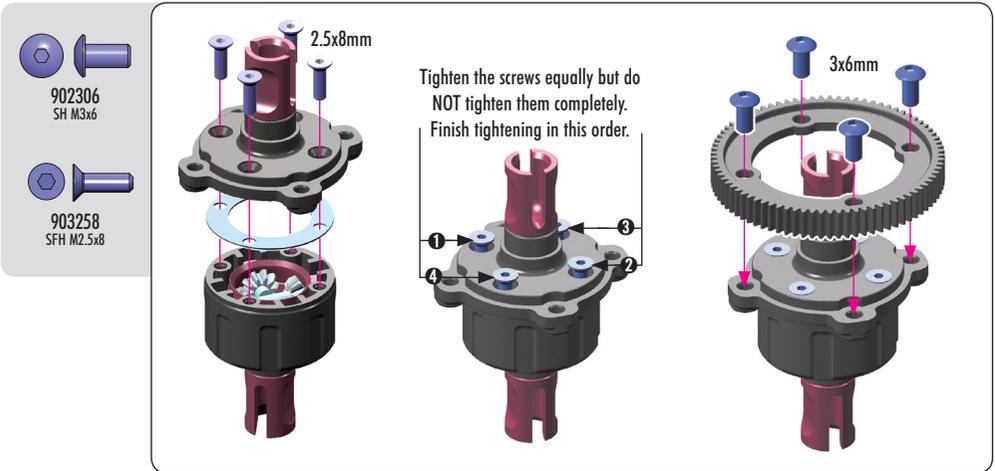
#107865
HUDY Ultimate Digital Pocket Scale 300g ± 0.01g



1 Put the diff (without oil) on the scale and
check the weight (approximately 19.05g)

$$18.70g + 1.10g = 20.15g$$

2 Slowly pour oil into the diff and watch the weight.
Add 1.10g of oil into the diff. The approximate weight
of the diff including oil is 20.15g.



- 902306
SH M3x6
- 903258
SFH M2.5x8

Tighten the screws equally but do
NOT tighten them completely.
Finish tightening in this order.

ACTIVE DIFF ON - AND OFF-POWER ACTION	
ACTION	EFFECT
OFF-POWER	Off-power the Active Diff works the same way as standard front/rear differential, so adjustment is made by using different viscosities of silicone oil. The softer the oil, the more off-power steering but the car will be more aggressive.
ON-POWER	The main advantage of the Active Diff is readily apparent when on-power. The diff becomes harder and more locked when throttle is applied, giving a lot of forward traction and stability to the car.

ACTIVE DIFF SEGMENTS	LOCK ON-POWER	TRACK CONDITIONS
#325123 60° OPTION		LOW
#325125 90° INCLUDED		MEDIUM
#325127 120° OPTION		HIGH

