



M18T SUPPLEMENTARY SHEET

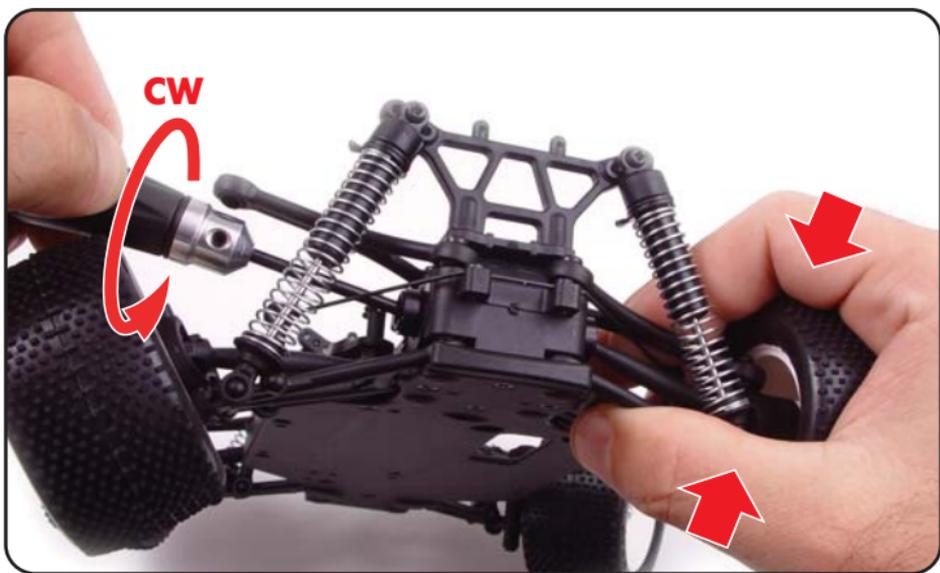
M18T Differential Setting and Break-in

Please note that the factory pre-assembled differential is pre-built but is NOT tightened. To enjoy long life and smooth performance of the differential, you need to break in the differential properly.

Run the car for a few minutes and then tighten the diff a small amount. Repeat this procedure several times until the differential is fully tightened or tightened to the point you want it.

To tighten the differential you need to remove the rear left upper arm (for rear diff) - or front right upper arm (for front diff) - to give access into the diff for a Phillips screwdriver. (The differential features a Phillips screw that you can tighten with the included screwdriver.) Insert the tool into the differential screw, hold the other wheel firmly and tighten the screw as desired (turn the screw clockwise).

To loosen the differential follow the same procedure, except turn the diff screw counter-clockwise to loosen.



M18T Rear Toe-in Troubleshooting

If you find that the rear right toe-in is larger than the rear left toe-in, it is because the rear bulkhead assembly has moved while being tightened to the chassis. To fix this problem follow these steps:

- 1) Loosen the four bottom screws holding the rear bulkhead assembly.
- 2) Hold the rear right suspension and push it upwards. This will center the rear bulkhead to the chassis.
- 3) Retighten all four screws.

Verify that the rear toe-in is now equal on left and right.



If you have any questions, please do not hesitate to contact XRAY at info@teamxray.com or visit our website at www.teamxray.com for news and updates.