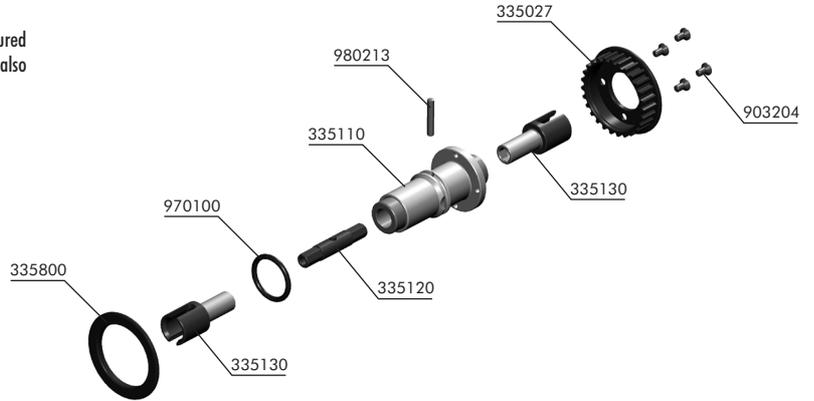


XRAY NT1 #335100 XRAY MULTI-DIFF™ ONE-WAY - SOLID - SET

The optional XRAY Multi-Diff™ may be used in the NT1, and be quickly and easily configured to be one of three different types of front axle: front solid axle, front solid one-way, and also a front one-way.

- #335027 COMPOSITE TIMING BELT PULLEY 27T
- #335110 MULTI-DIFF MAIN AXLE
- #335120 MULTI-DIFF LOCKING AXLE - HUDY SPRING STEEL™
- #335130 INNER DRIVESHAFT ADAPTER - HUDY SPRING STEEL™
- #335800 COMPOSITE BELT PULLEY COVER SET

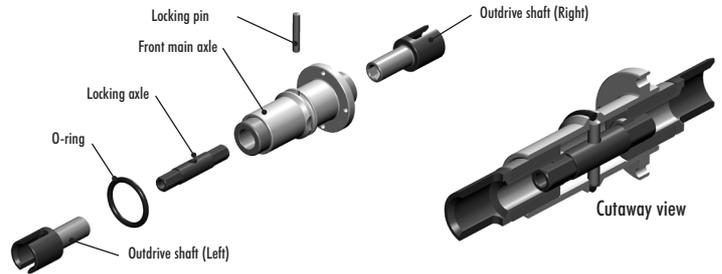
- #903204 HEX SCREW SFH M2x4 - STAINLESS (10)
- #970100 O-RING 10 x 1.5 (10)
- #980213 PIN 2x12 (10)



XRAY MULTI-DIFF™ — FRONT SOLID AXLE

With the optional XRAY Multi-Diff™ set to “full-time solid axle” mode, both outdrive shafts (left and right) are connected to front main axle by the internal locking axle and locking pin.

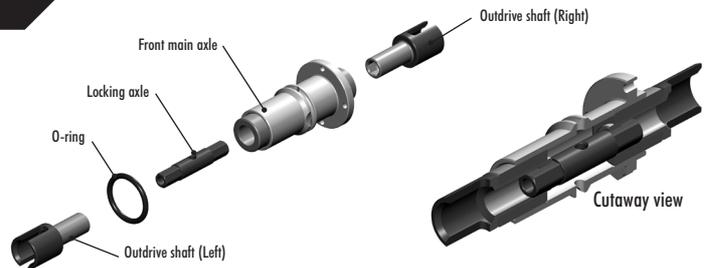
The characteristics using the Multi-Diff™ in “full-time solid axle” mode are exactly the same as locking the front gear differential.



Off-power:	Decreased off-power steering
On-power:	Increased on-power steering
Best combined with:	Rear differential
Typically used on:	Large open outdoor tracks, tracks with braking areas, or slippery (low-traction) conditions
Advantage:	4-wheel braking allows for later braking
Considerations:	<ul style="list-style-type: none"> With less off-power steering, the car becomes more sensitive to tire diameter differences. To compensate for these effects, changes can be made to the suspension (for example, roll center, front spring rate and/or damping, shock position, or caster). Decreased drivetrain efficiency (less runtime). Best suited to an aggressive driving style.

XRAY MULTI-DIFF™ — FRONT SOLID ONE-WAY AXLE

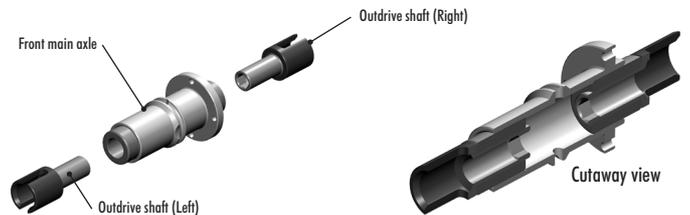
With the optional XRAY Multi-Diff™ set to “front solid one-way” mode, both outdrives (left and right) are connected together by internal locking axle, but are not connected to front main axle.



Off-power:	Both front wheels rotate forward together (but independently of the front main axle).
On-power:	Both front wheels rotate forward together (locked in one-way bearings), at same speed as front main axle.
Best combined with:	Rear differential.
Typically used on:	Medium-to-high traction tracks where braking for corners is not required.
Advantage:	Good off-power steering and efficiency.

XRAY MULTI-DIFF™ — FRONT ONE-WAY AXLE

With the optional XRAY Multi-Diff™ set to “front one-way” mode, both outdrive shafts (left and right) are not connected to each other, nor to the front main axle. This mode combines the characteristics of a solid axle and a differential.



Off-power & braking: (corner entry & mid-corner)	Front inner and outer wheels rotate forward independently of each other, making axle behave like a front differential. There is NO front braking.
On-power: (mid-corner and corner exit)	Both front wheels rotate with front main axle (locked in one-way bearings) at the same speed, making the front axle behave like a front solid axle. Introduces some on-power understeer.
Best combined with:	Rear differential or solid rear axle (if available).
Typically used on:	High-traction tracks. The car leans towards on-power understeer and the track does not require braking for the corners. Will give maximum off-power steering and increase efficiency (more runtime). Best suited to a smooth driving style.
Considerations:	<ul style="list-style-type: none"> The front one-way axle allows you to use slightly bigger rear tires than front tires, and to have the rear wheels overdrive the front wheels. In that situation, when the rear wheels lose traction the front wheels engage and start helping to generate forward traction. It is very important to know that when using a front one-way axle, you get no front wheel braking. While this gives you better steering response going into a corner, the effect may cause the rear of the car to break traction more easily.