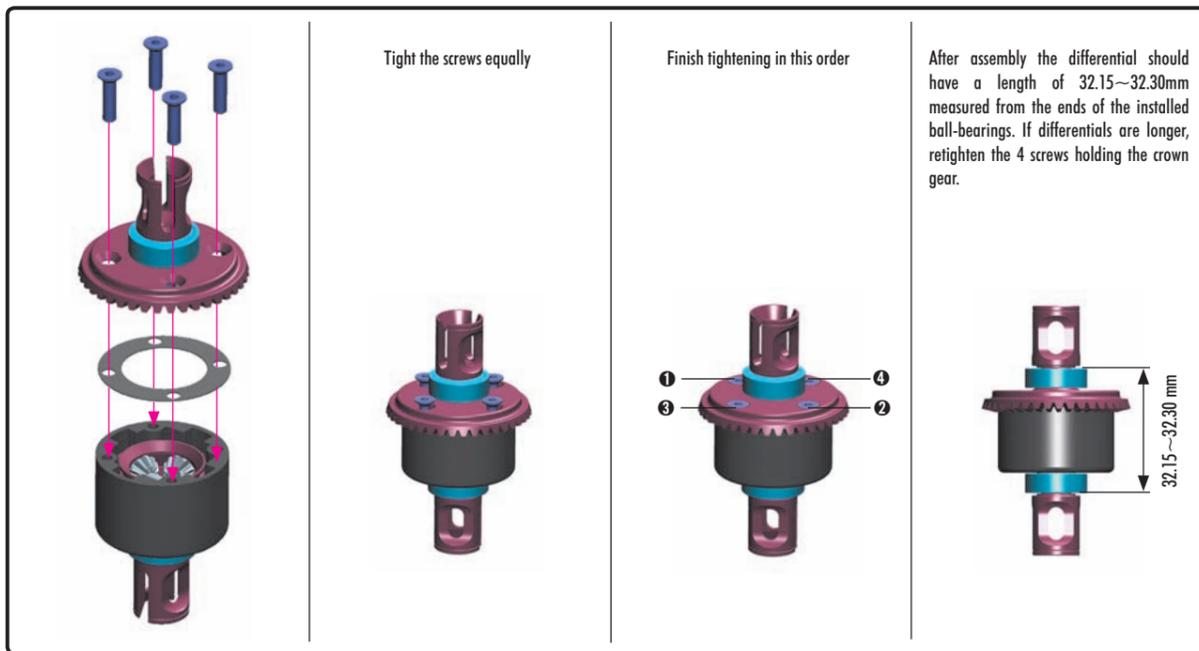




903310
SFH M3x10



Tight the screws equally

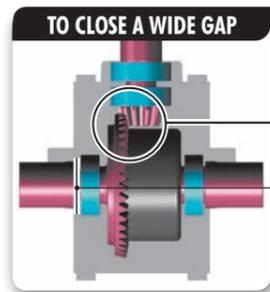
Finish tightening in this order

After assembly the differential should have a length of 32.15~32.30mm measured from the ends of the installed ball-bearings. If differentials are longer, retighten the 4 screws holding the crown gear.

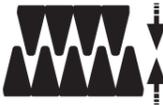
GEAR MESH ADJUSTMENT

In the event that the diff has too tight or too loose gear mesh between the diff spur gear and the pinion drive gear, this is easily resolved by inserting 1 or 2 thin shims behind a diff outdrive ball-bearing, depending on how much play there is.

THE LOCATION OF THE SHIM(S) DEPENDS ON WHETHER YOU ARE TRYING TO CLOSE OR OPEN THE GAP.

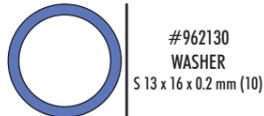
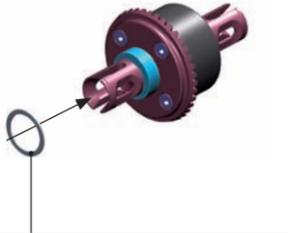


CLOSE A WIDE GAP

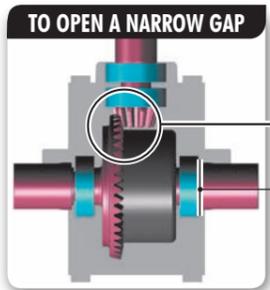


insert shim(s) here

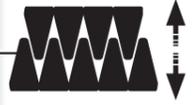
To close a wide gap:
add 1 or 2 shims against diff spur gear



#962130
WASHER
S 13 x 16 x 0.2 mm (10)



OPEN A NARROW GAP

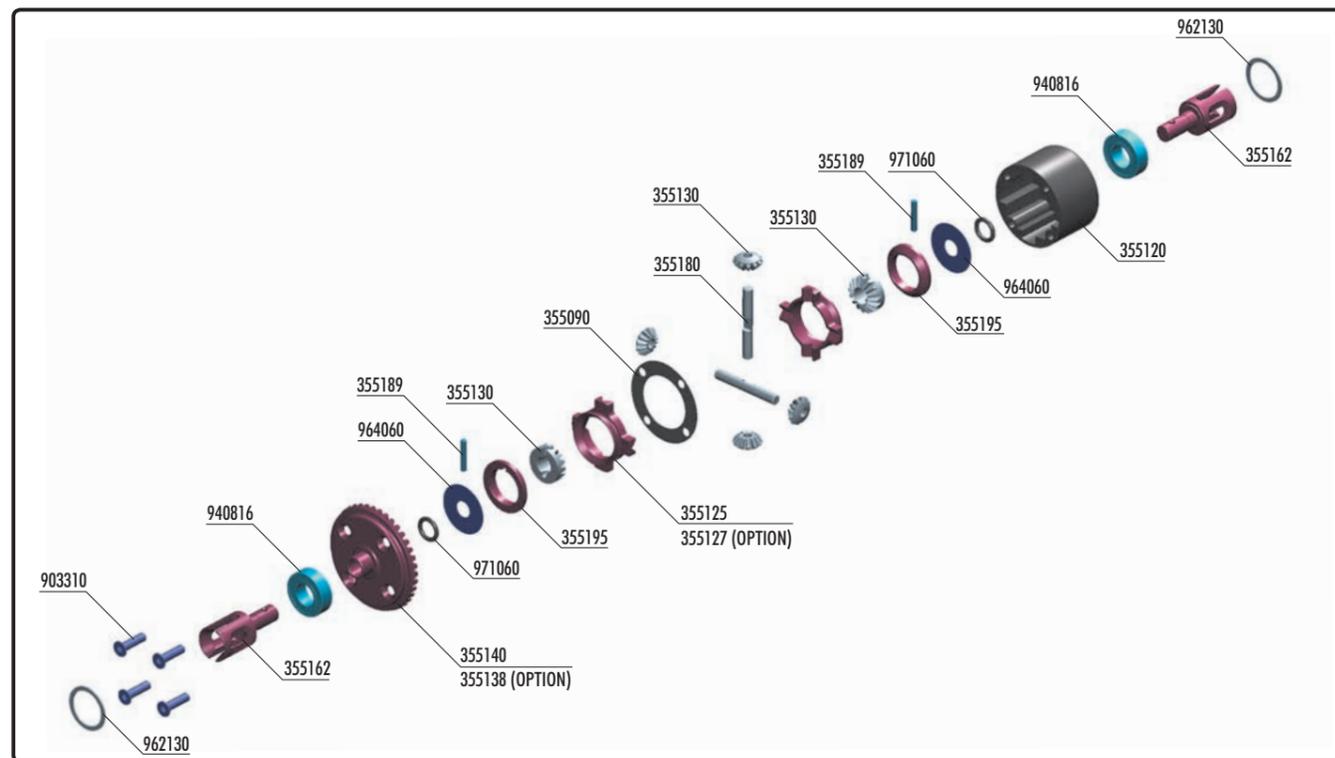


insert shim(s) here

To open a narrow gap:
add 1 or 2 shims on the other side of the diff,
away from spur gear



XRAY XB9 #355104 ACTIVE DIFF™



35 5104	XRAY XB9 ACTIVE DIFF™	35 5180	DIFF PIN (2)
35 5090	DIFF GASKET (4)	35 5189	ACTIVE DIFF PIN 2x12 (2)
35 5120	ACTIVE DIFF CASE	35 5195	ACTIVE DIFF SPUR GEAR COLLAR (2)
35 5125	ACTIVE DIFF SEGMENT 90° (2)		
35 5127	ACTIVE DIFF SEGMENT 120° (2) (OPTION)	90 3310	HEX SCREW SFH M3x10 (10)
35 5130	ACTIVE DIFF STEEL BEVEL & SATELLITE GEARS (2+4)	94 0816	HIGH-SPEED BALL-BEARING 8x16x5 RUBBER SEALED (2)
35 5138	ACTIVE DIFF DIFF LARGE BEVEL GEAR 38T (OPTION)	96 2130	WASHER S 13x16x0.2 (10)
35 5140	ACTIVE DIFF DIFF LARGE BEVEL GEAR 40T	96 4060	WASHER S 6x18x0.2 (10)
35 5162	ACTIVE DIFF OUTDRIVE ADAPTER - LIGHTWEIGHT - HUDY SPRING STEEL (2)	97 1060	SILICONE O-RING 6x1.5 (10)



940816
BB 8x16x5



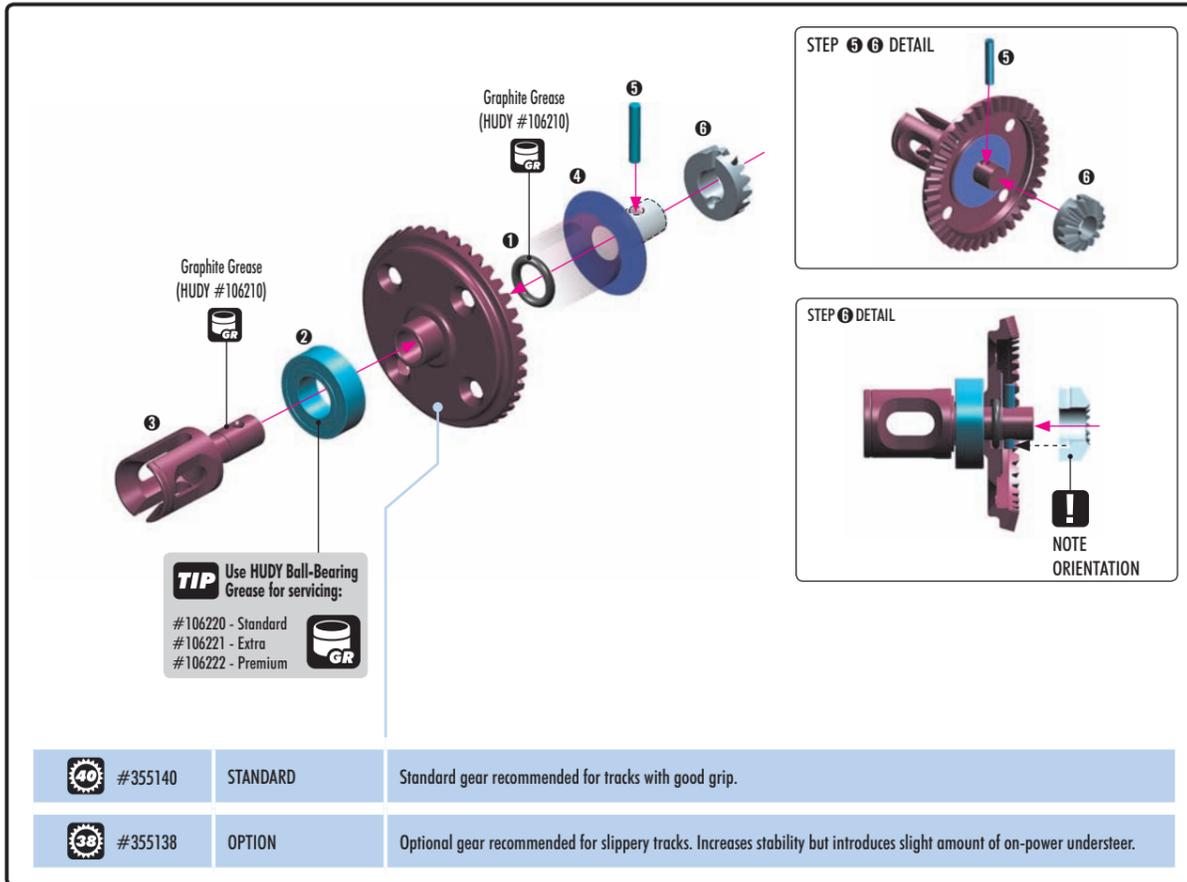
964060
S 6x18x0.2



971060
O 6x1.5



355189
P 2x12



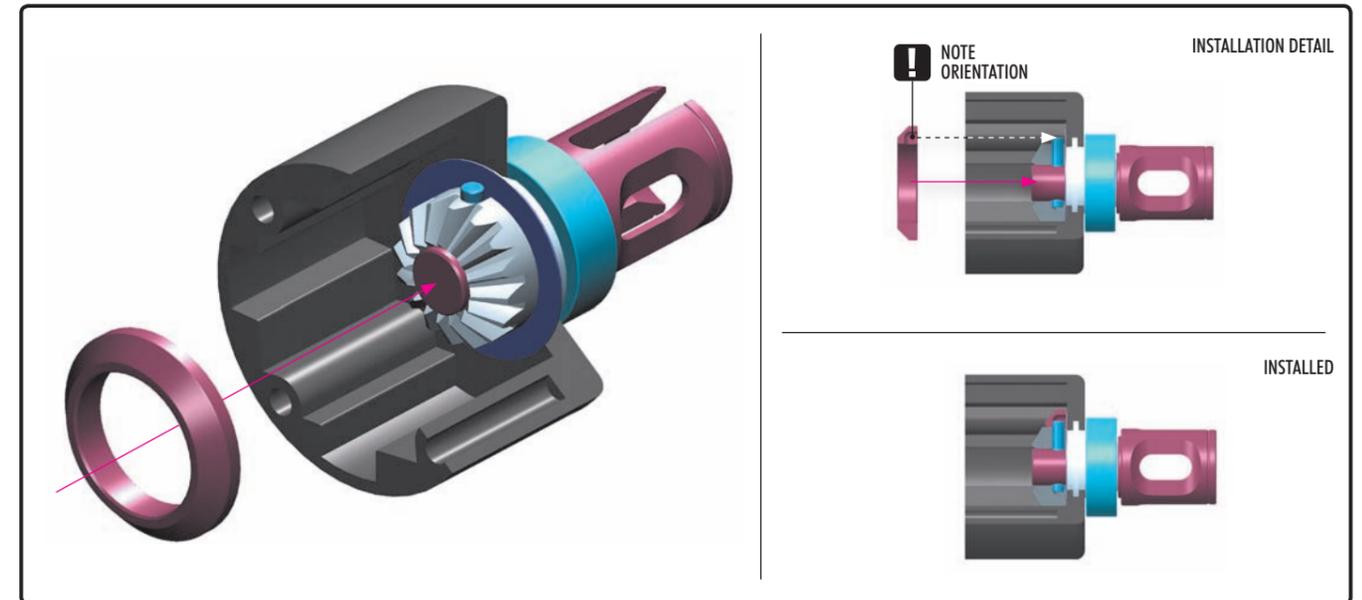
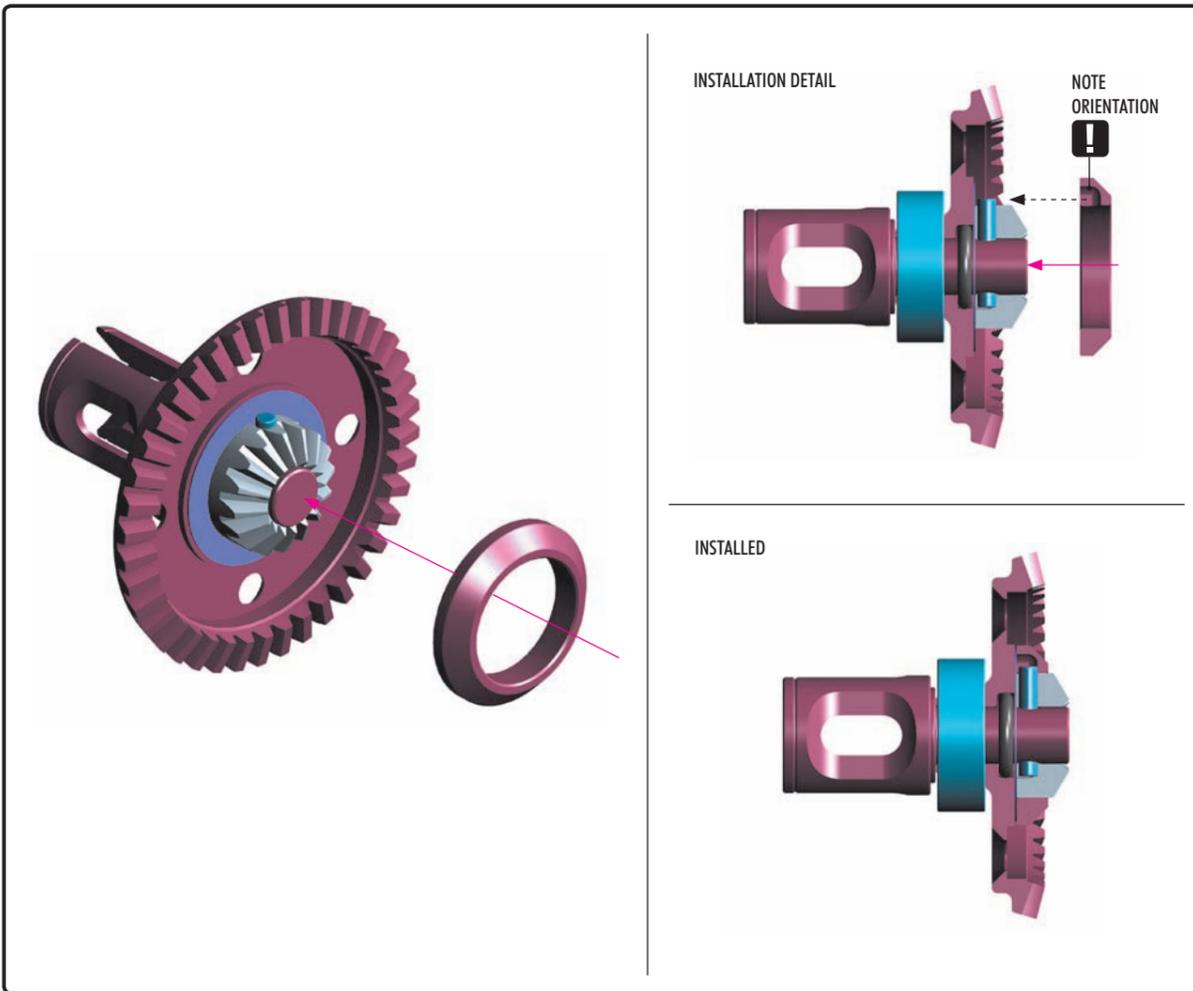
STEP 5 & 6 DETAIL

STEP 6 DETAIL

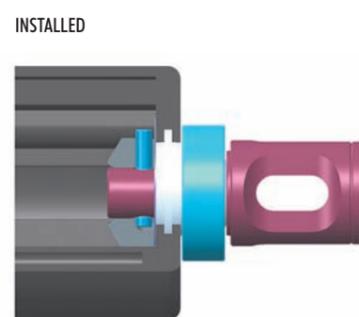
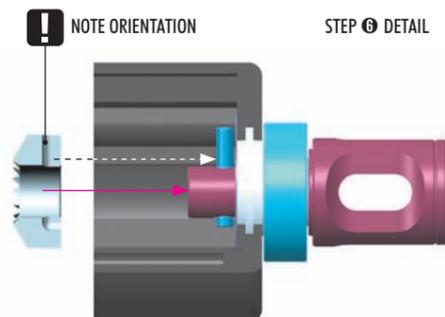
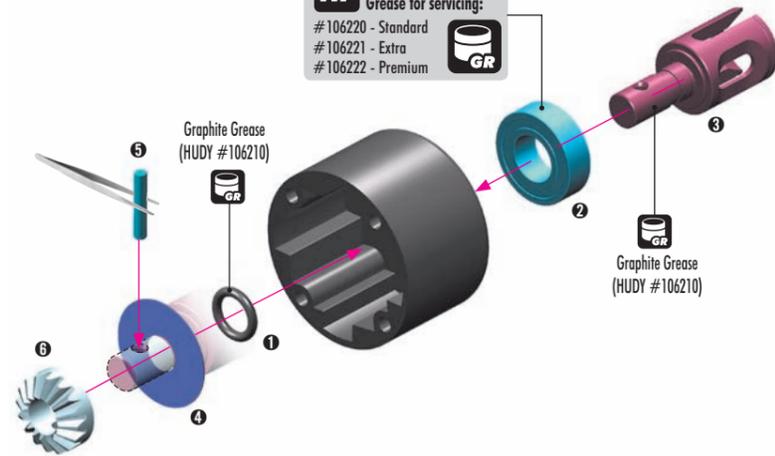
NOTE
ORIENTATION

TIP Use HUDY Ball-Bearing Grease for servicing:
#106220 - Standard
#106221 - Extra
#106222 - Premium

	#355140	STANDARD	Standard gear recommended for tracks with good grip.
	#355138	OPTION	Optional gear recommended for slippery tracks. Increases stability but introduces slight amount of on-power understeer.



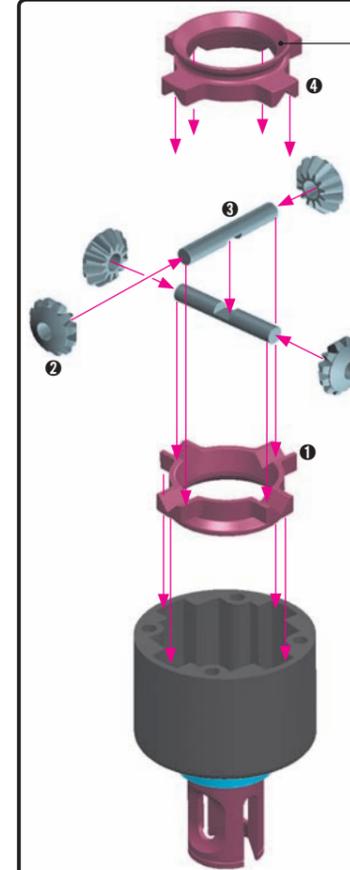
TIP Use HUDY Ball-Bearing Grease for servicing:
 #106220 - Standard
 #106221 - Extra
 #106222 - Premium



SEGMENT	DESCRIPTION	WHEN TO USE
90°	The standard 90° segment provides a very good balance of performance between on- and off-power. On-power the diff becomes hard after a brief delay. Off-power the diff becomes free after a brief delay.	Suggested to use for high grip and/or bumpy track.
120°	The optional 120° segment gives more immediate response both on- and off-power. On-power the diff becomes very hard immediately (no delay). Off-power the diff becomes free immediately (no delay).	Suggested to use for slippery and/or flat track.

XRAY PREMIUM SILICONE OILS

FOR SLIPPERY TRACK	FOR NORMAL GRIP	FOR HIGH GRIP TRACK
3.000 to 5.000	7.000	10.000 to 30.000
#359301 - 1.000 cSt	#359307 - 7.000 cSt	#359310 - 10.000 cSt
#359302 - 2.000 cSt		#359320 - 20.000 cSt
#359303 - 3.000 cSt		#359330 - 30.000 cSt
#359305 - 5.000 cSt		



ASSEMBLED



OIL FILLING

Fill in the XRAY Premium Silicone Oil to the top of the segment



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 42.70g).

2. Slowly pour oil into the diff and watch the weight. Add 3.10g of oil into the diff. The approximate weight of the diff+oil is 45.80g.