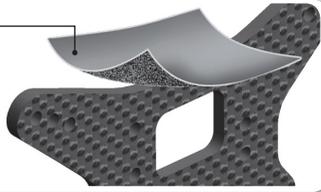


SHOCK TOWER PROTECTION

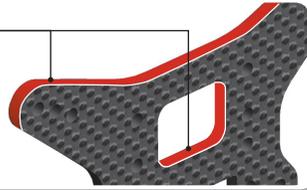
Please follow the instruction manual and seal the edges of the shock towers with CA to reinforce them and help prevent delamination.

Fine sandpaper

Use fine sandpaper to sand smooth the edges of all graphite parts.

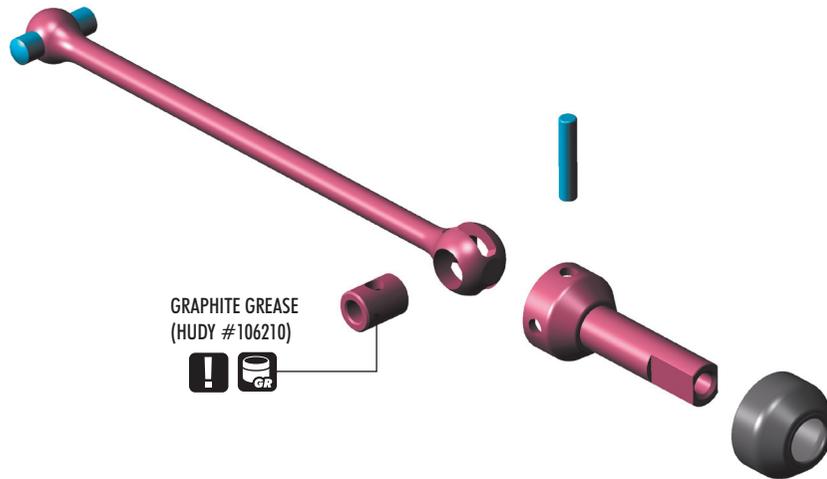


Apply CA glue to all edges of the graphite parts.



DRIVE SHAFT COVER CAPS

Please follow the instruction manual and lubricate the drive shaft connecting joint properly so the drive shaft turns freely. In the event that not enough grease is used, the connecting pin may lock and may even, in extreme situations, push through the drive shaft cover cap.



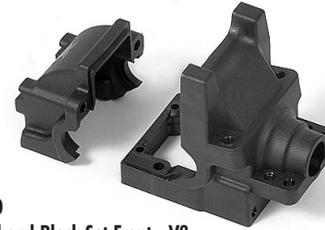
XRAY XB4

INSTRUCTION MANUAL SUPPLEMENTARY SHEET

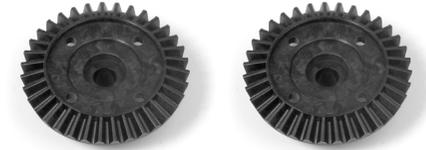
Use this XB4 Supplementary Instruction Sheet along with the standard XB4 Instruction Manual.

New and Improved Parts

All of these parts are new or updated from the previous versions.



#362000
Diff Bulkhead Block Set Front - V2



#364935
Composite Differential Bevel Gear 35T - V2



#362040
Front Shock Tower Protector



#362030
Roll Center Brace



#361160
Graphite Front Upper Deck 2.0mm - V2

2. REAR CENTRAL TRANSMISSION

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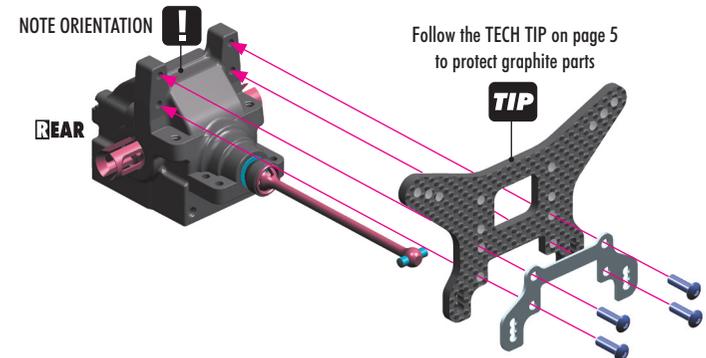
NOTE ORIENTATION



REAR

Follow the TECH TIP on page 5 to protect graphite parts

TIP



8. FINAL ASSEMBLY

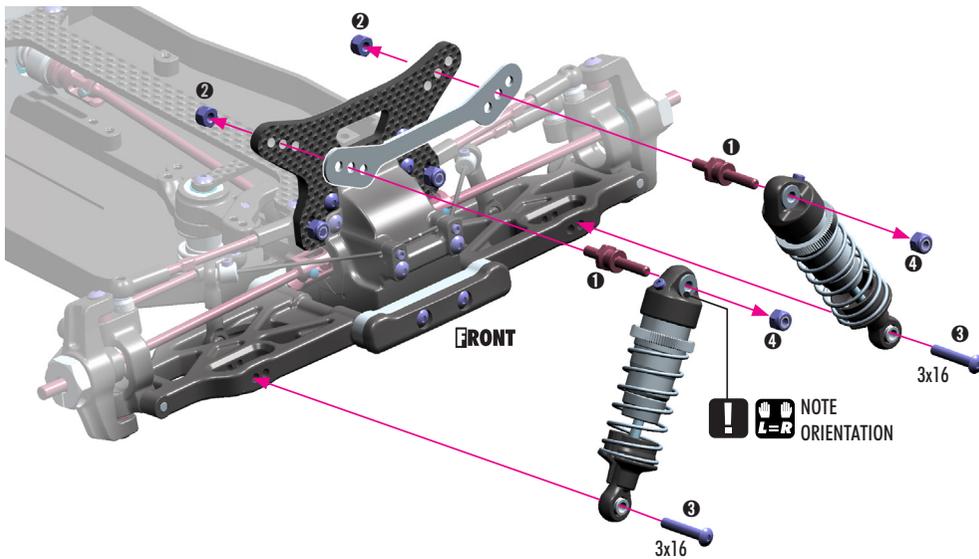
Page 29 / Step 2



970120
O 12x1

8. FINAL ASSEMBLY

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FRONT

NOTE
ORIENTATION
L-R

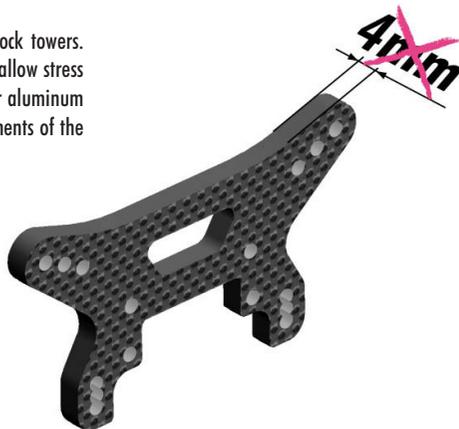
XB4 TECH TIPS

SHOCK TOWERS

There are some customers who use optional thicker or aluminum shock towers. Please note that the 3mm shock towers are used intentionally as they allow stress and energy to be absorbed up to a certain level. When using thicker or aluminum shock towers the stress and energy will be transferred to other components of the car and something else may break, usually the bulkhead.

SHOCK TOWERS

	Graphite 4mm
	Graphite 3mm
	Alu 4mm

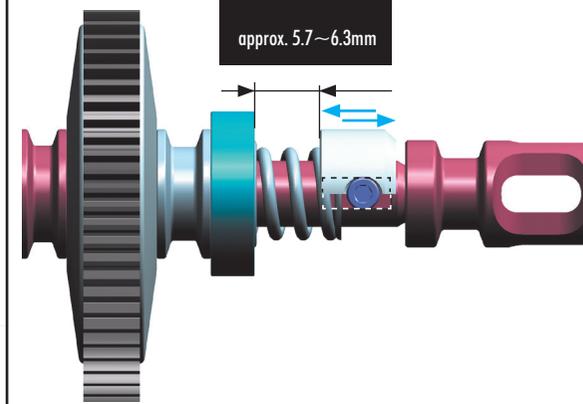


SLIPPER CLUTCH ADJUSTMENT

To have a proper slipper clutch adjustment is extremely important for the gear diffs. Make sure your slipper clutch is set loose enough that the slipper can slip. If you lock the slipper clutch, something on your car may break, either the motor, drive shaft or usually the diff outer or internal gears.

VERY IMPORTANT!

It is absolutely important that you never fully tighten the Slipper Clutch. Overtightening the Slipper Clutch may result into breaking the diff crown gear and pinion gear. The wheels should always be able to slip.



approx. 5.7~6.3mm

SLIPPER ADJUSTMENT:

Slipper clutch can be adjusted by the set screw in the bushing. More the spring is tighten (bushing moved more inside), the slipper clutch is more tighten.

INITIAL INSTALLATION POSITION SHOWN

Detailed information on slipper adjustment can be found at the bottom of page 27.

PROPER AMOUNT OF OIL IN THE DIFFS

Please be very careful to properly fill your differentials as per the instruction manual. Use a digital scale to measure the exact amount of oil into the diff. Remember that during operation the diff gets hotter and the heat may allow the oil to expand. If there is too much oil inside it may interfere with the diff operation and damage the internal gears.

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



① Put the diff (without oil) on the scale and check the weight (approximately 9.80g)

$$9.80g + 1.32g = 11.12g$$

② Slowly pour oil into the diff and watch the weight. Add 1.32g of oil into the diff. The approximate weight of the diff including oil is 11.12g.