

Mounting instruction for

Item N°. 8485/5 Alloy differential gear adjustable, 1 pce.

Item N°. 8485/1 Alloy differential gear adjustable, conversion kit



Radio control
Racing cars

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Mounting

For the assembly of the conversion kit 8485/1 please take the needed parts from the existing plastic differential gear.

Press the ball bearing 8493 on the alloy differential housing. Make sure the ball bearing doesn't jam when you press it on.

Insert the differential bevel gearwheels 6066/1 and 6067 (included in the set) in the alloy differential housing 8486, first lubricate the front sides of the bevel gearwheels a little. Place a shim ring 6743 each between the bevel gearwheels 6067 and the alloy diff. housing 8486. Now press-in both diff. driving axles 6069/1 or 6069/2 and bevel wheel axle 8490. Make sure the borings of the differential housing are in true alignment with the borings of the diff. bevel gearwheels. If the borings are misaligned, the complete gearwheel package has to be taken out of the diff. housing and remounted again one tooth offset. Then insert the complete package into the diff. housing again. Lubricate the driving axles a little bit.

Press-out the bevel wheel axle 8490 half.

Plug the pressure disk (hollow towards the recess) and the thrust bearing on the bevel wheel axle as shown on the picture, then press the securing ring on the bevel wheel axle. Indent the differential bevel wheel axle 8490 completely in the diff. housing 8486. Turn the diff. driving axles 6069/1 or 6069/2 in order to check the differential gear on smooth running. Compensate backlash with the enclosed shim rings 6744/ 8x20x0,1.

Apply about half a tube FG Klüber grease 6501 on the diff. bevel gearwheels and insert the o-rings 8489 in the provided groove of the alloy diff. housing.

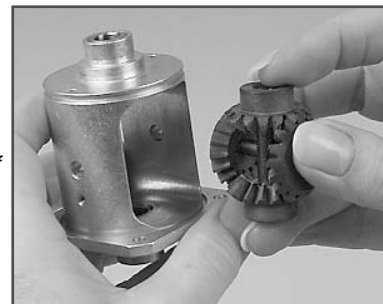
Corresponding to the model use mount either a 48teeth gearwheel or the toothed belt for the Formula 1, tighten the fastening screws after the installation of the alloy socket 8487. Push this alloy socket on the diff. housing as shown on the picture. Then screw the headless pins 8494 in the M5 borings of the alloy socket until they sit close to the bevel wheel axle, use some screw securing lacquer. Fix the alloy socket with the M3 screws 6717/8.

Explanation

A locking differential is used to avoid a slipping of the rear wheels. The locking on the other hand can cause a higher wear of the driving elements according to the higher power transmission.

Adjusting of the locking effect

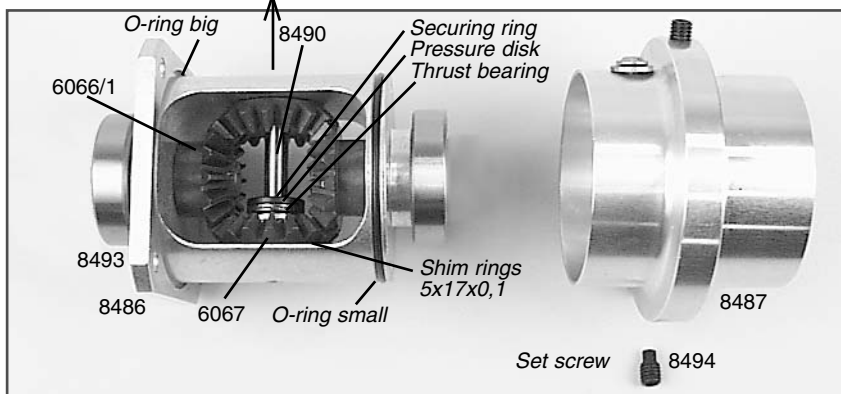
The adjusting screw which presses on the bevel wheel axle and the thrust bearing regulates the locking. This causes friction between bevel wheel and the diff. housing. The locking effect can be adjusted between 0% and about 90%. The adjustment has to be changed according to track surface and dirt accumulation. Loosen the locking effect completely if the track is wet.



The FG Mounting tool 8505 guarantees an essential easier mounting of the diff. bevel gearwheels or rather of the complete package.

Press-out bevel wheel axle in direction of arrow to mount thrust bearing a.s.o.

A screwing-in of the adjusting screw increases the locking effect.

**Spare parts**

- 6066/1 Diff. bevel gearwheels A, pluggable, 2 pcs.
- 6067 Diff. bevel gearwheels B, 2 pcs.
- 6717/8 Lenticular flange head screws M3x8, 5 pcs.
- 6743 Shim rings 5x17x0,1mm, 10 pcs.
- 6744 Shim rings 8x20x0,1mm, 10 pcs.
- 8486 Alloy differential housing, 1 pce.
- 8487 Alloy socket, 1 pce.
- 8489 O-rings, 2 pcs.
- 8490 Bevel wheel axle, 1 pce.
- 8491 Thrust ball bearing 5x12x4, 1 pce.
- 8492 Pressure disk, 2 pce.
- 8493 Ball bearings 15x28x7, 2 pcs.
- 8494 Set screws for alloy differential
- 8498/1 Needle bearing f. alloy diff., set
- 8499/1 Needle bearings f. differential, 2 pcs.
- 8499/2 Bushes f. differential, 2 pcs.

