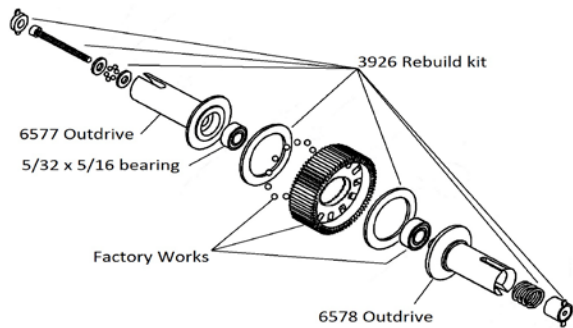


## Assembling the Associated Stealth differential



Reassemble your Stealth differential using the supplied Factory Works diff balls, diff gear, and special adapter bearing. Make sure that the T-nut and spring are installed into the male outdrive. We recommend using Stealth diff lube and black grease. If you require step by step instructions, they can be found on the Team Associated website.

Install one of the thick 3/8" spacers on each side of the completed differential.

# Factory WORKS

## Assembling the Lethal Weapon



Place the four 5x11mm bearings and the two 3/8 x 5/8 bearings into the case. Be sure they go all the way into the bearing holes. Find the 3/8 x .010" shims and install one on each side of the diff.

Put the long end of the top-shaft/pulley into the top bearing of the left case half (one with hole). Install diff. Then put belt around top pulley first and slide on to diff gear as shown in picture. Now install idler. Spinning top shaft will help bring belt onto the idler.

Now put the other case half into place. This may take a little work to get the three parts lined up in their bearings. Looking through the opening at the bottom of case, pinch two sides together and spin the top shaft clockwise. The belt will not center perfectly on diff gear, but this is normal. Before putting motor plate on tranny, put it into the gear cover and trim cover to fit motor

Place motor plate onto trans case and line up the four screw holes. The four 4-40 x 1 1/4" screws go through case into motor plate. The other 4-40 x 7/8" screw goes at the bottom of case. Do not over tighten the case screws, which could cause a bind in bearings. Just snug the case closed.

If you purchased a Lethal Weapon 2 with a Power Clutch included, refer to Power Clutch instructions now. For those without, install the pin into the cross drilled hole of top shaft and slide gear hub over it. The 6-32 Phillips pan head screw goes into shaft to hold hub on. Use the 4-40 x 3/16" screws to mount your spur \* to the hub. Install the gear cover using the 1/8" screws

\*we recommend starting with the Kimbrough #149 spur gear (90 tooth, 48p), not included

## Assembling the Power Clutch (optional)



Install the 6/32 set screw into the topshaft with loctite. Hold the shaft with the pin in the hole of and tighten until it stops against the pin. Slide the inner slipper hub onto the shaft and onto the pin. Press the supplied bearing into outer slipper hub. Center the clutch disc onto the outer slipper hub and carefully slide the assembly onto the shaft.

Center the thrust washer (with the larger inside hole) onto the outer slipper hub. Lightly sand both sides of the brass ball retainer washer if needed to remove any flash or burrs it may have. Install the 1/16 balls into the retainer washer using a small amount of black grease.

Now install the ball assembly, outside thrust washer, spacer (used to keep the spring centered), spring and 6/32 nut. *Note: it may be necessary to hold the set screw with an allen wrench when loosening the adjustment nut until the loctite has had time to dry on the set screw in the shaft.*

Install spur gear onto the outer slipper hub using the four 4/40 x 1/8" screws. Cut or ream a hole in the gear cover for adjusting the slipper. Use the supplied plug to keep dirt out.

Adjust the slipper: To make sure the slipper is slipping and not the differential, hold the left tire and the spur gear with your left hand and arm, and try to spin the right tire. When it slips, the nut on the slipper should turn with the tire. If it does not, then your slipper is tighter than the diff. This will melt the diff. Tighten the diff until the nut spins with the tire. Now, slowly tighten the slipper until you have your desired slip. Verify the diff is still tight by checking one last time.

