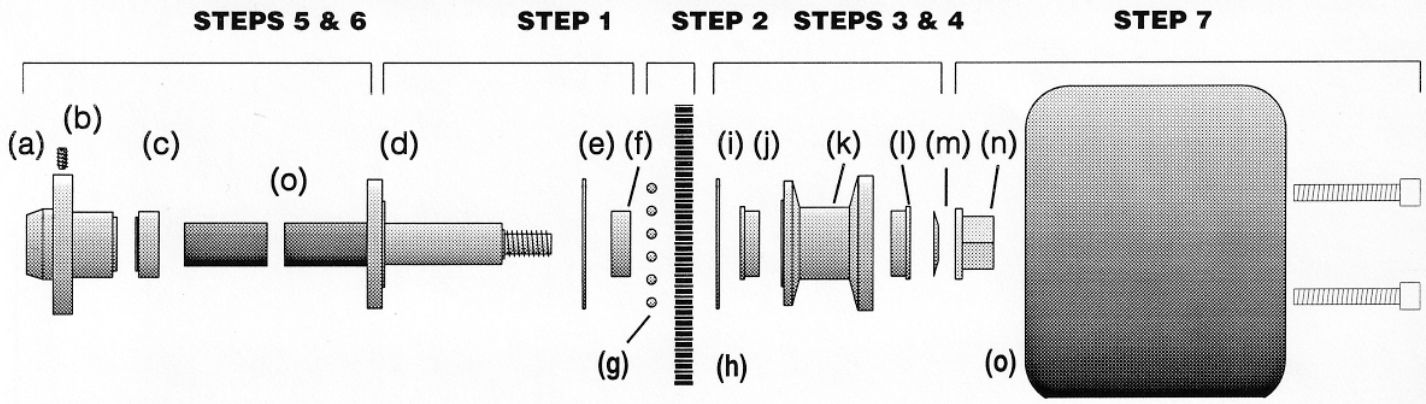
#4455 1:12 Stealth II Diff Axle

Fits RC12LS, RC12LW, RC12L and Club Racer 12



In addition to the parts in this kit you will need the following items:

letter	*part #*	*qty*	*description*
(j) (l)	#897	2	1/4" x 3/8" flanged ball bearing. (If your kit already has bearings use the the two from the right diff hub spacer.)
(f)	#7395	1	1/4" x 3/8" unflanged ball bearing.
	#6636	1	Associated Diff Lube. (Do not use #6591 Stealth diff lube or #6588 Black Grease.)
	#3609	2	rear (unmounted) wheel. (#3609B or #3609Y also available.)

Items included in this kit:

letter	*part #*	*qty*	*description*
(n)	#4185	1	8-32 Nylon locknut
(d)	#4456	1	Stealth II diff graphite axle
(k)	#4457	1	Stealth II left hand wheel hub
(a)	#4458	1	Stealth diff II diff/wheel hub
m)	#4459	1	Stealth II belleville washer
(h)	#4460	1	Spur gear, 75 tooth, 48 pitch (for Stealth diffs only)
(e) (i)	#6579	2	Stealth diff drive rings
(g)	#6626	6	1/8" diff balls
(b)	#6951	1	4-40 x 1/8" socket set screw
(c)	#8321	1	rear axle spacer

Associated developed the new Stealth II diff axle to help reduce the weight of the car and to eliminate changes to the diff adjustment every time you want to change rear tires. Like the Stealth I diff axle, you will have improved acceleration due to lighter weight and lower rotating mass. You will still have the improved diff action created by the Stealth style diff assembly and you will no longer have to worry about pinning the diff or the right wheel to the hub. In addition you now have the advantage of a stronger rear axle due to the shorter axle hub and axle length.

STEP 1 Install one diff drive ring **(e)** onto the graphite axle **(d),** centering it on the axle hub and making sure that the rounded edge of the drive ring is against the diff hub. Slide your unflanged ball bearing **(f)** onto the axle hub.

STEP 2 Press the six diff balls **(g)** into the holes around the center of the spur gear **(h)**. Fill the rest of each diff ball hole with diff lube. Slide the spur gear over the axle **(d)**, fitting it over the ball bearing **(f).**

STEP 3 Center your second diff drive ring **(i)** over the axle hub **(d)** with the rounded side of the ring facing away from the balls. Install your two flanged ball bearings **(j) (l)** into your diff/wheel hub **(k),** one on each side. Install the hub/bearings onto the axle **(d)** so that the side with the two holes is away from the black axle. Center the hub onto the drive ring **(i)**.

STEP 4 Install your belleville washer **(m)** onto the axle, with the raised center of the washer away from the diff assembly. Next install the nylon diff adjusting nut **(n)** onto the axle and snug it down until there is no play in the diff assembly. We will adjust the diff later.

STEP 5 Slide the rear axle spacer **(c)** onto the graphite portion of the rear axle **(d)**, with the side having a raised edge away from the above diff assembly. (This way the raised portion will go against the bearing race of the bearing in the right axle bearing block.) Now slide the axle assembly into the rear pod from the right side so that the graphite portion of the axle is sticking out the left (driver's side) of the rear pod.

STEP 6 Thread the set screw **(b)** into the side of the left hand hub **(a)** using a .050" Allen wrench, but do not thread it down too far. Now install the left hand hub onto the axle so the side with the raised edge (which will look like the rear axle spacer) will go on first. Slide the hub all the way on to take up the end play. Tighten the set screw just enough so that it will leave a mark on the graphite portion of the axle. Now loosen the set screw and pull the left hand hub off the axle. Now file a flat spot on the axle where the set screw left its mark. The flat spot should be just deep enough so that when the set screw is tightened down, it will be below the surface of the axle in order to prevent the hub from spinning on the axle. Now reinstall the hub. Leave a little end play about the thickness of a piece of paper between the hub and the bearing, and tighten the set screw.

STEP 7 Now you can bolt on the rear wheels. Because these new wheels have a different offset and bolt pattern than our standard wheels, they cannot be interchanged. Now we can make our final adjustments to the diff. While holding both wheels in your hands, use you thumb and forefinger of your right hand to try rotating the spur gear **(h).** When the nut **(n)** is adjusted correctly you should barely be able to rotate the spur gear with a fair amount of pressure applied. The only adjustment remaining will be fine tuning for the track you are racing on.

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