

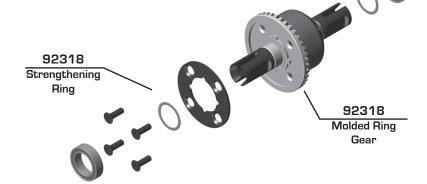
## :: Bag 3 - Step 2

Remove the machined pinion gear and replace with molded pinion gear included in this set. Note that #92319 Pinion Gear Shim (5x6.5x1mm) will not be used with the molded pinion gear.

Assemble molded ring gear and strengthening ring to diff case as shown below.



Be sure not to over-tighten the ring gear screws. This will lead to the gear warping.



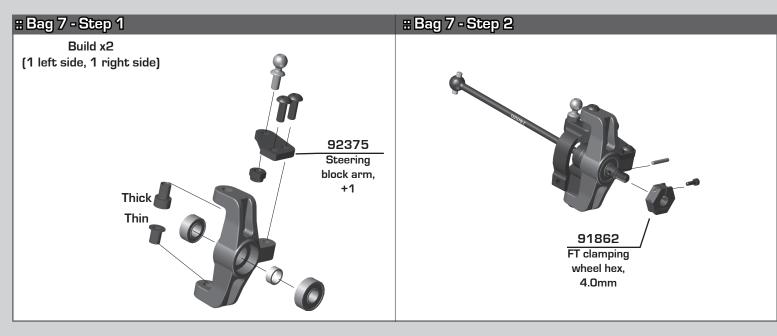
## :: Bag 4 - Steps 1, 3, and 4

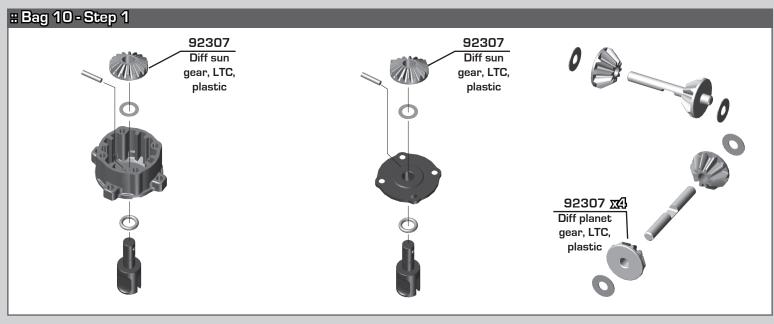
Both front and rear differentials should be shimmed tight from the start so that you can feel the teeth when you spin the pinion gear (one shim on both sides of the diff case side should be the default starting position). The gear mesh should be checked after the first couple of runs to tighten it back up if it has loosened. #92139 RC10B74 Differential Outdrive Shims can be used to finely adjust the mesh.

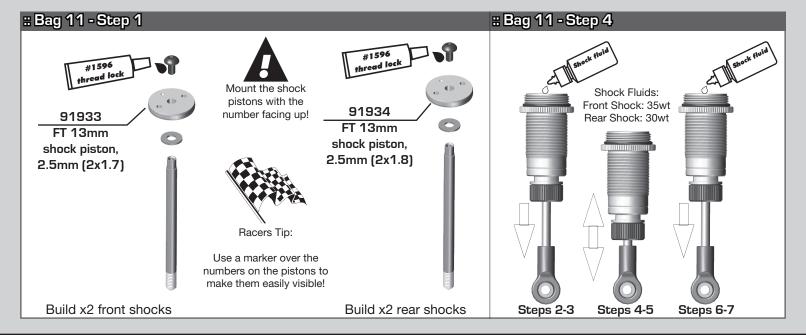


Running the gear mesh loose can result in premature failure. FT recommends the use of #6636 Silicone Grease to prevent gear skipping and to prolong the life of the gears. Please note that these gears are intended for use with a center differential and stock class racing. Modified power, the use of a slipper clutch, and running on carpet or astro turf can lead to early failure of these gears.

## **B74.2D CE Supplement Pg.2**







	Driver Kit Setup - Dirt - CE Update					Event#			
	Date: _					Track			
TEAMKIT	Quality:		10: _	Matha	6		Bes	olep Times _	
Front Suspension:							_		
Ride Height: 18mm	]	11					Δxi	le Height:	
Camber: -1deg	1 2 0							+2 +1	□ o□ │
Toe: 1deg		assis Brace Scre	Ball S	Stud Snaci	ng: 3mm		Ra	II Stud Spacing:	Omm
Anti-Roll Bar: 1.2mm		35515 DI ACC OCI C	Dail C	ocaa opacii	ing. Sililili			ii otuu opaciiig.	Ullilli
Arm Type: Gull Wing - Standard		•				1	Ste	eering Plate:	+1
			_				. –	J	
	0 04	A. 1 º 🗆	0 .5° □	D:# U	aialat.		_		320
	j jarm iviou 1		lack 🗌	+2	eight:	Ball S	Stud Spacing:	2mm	
Wheel Hex: 4.0mm		Gray D		+0			<u> </u>		0
Caster Block: 8 ° 9 ° 10 ° Chassis Brace Support: 2mm G10								3	885
		- 400	2.50	1				1	470
Top Plate Brace: None	Arm Mou	_	0 .5°		4			74mm	
Front Axles: CVA DCV		Gray B		1		7			
Notes:									
Rear Suspension:								ВА	
Ride Height: 18mm	Rear Cha	ssis Brace Scre	ws:			Axle Heig	ght:		
Camber: -1deg		0				0 ▼0 3▲	+3		
Anti-Roll Bar: 1.3mm						<b>▼</b> 1 2▲	+2		
Arm Type: Standard	Arm Mou	nt C: 1°	0 .5° 🗌			<b>Y</b>		0	- 10-
Wheelbase Shim: 2mm behind arm	]		lack 🗌	'		<b>● ▲</b> 1 2 <b>▼</b>	′ +1	3 2	
Wheel Hex: 5.0mm		λ Δ	0000	•		<b>0 4</b> 0 3 <b>♥</b>	+0	1	Ö
Chassis Brace Support: 2mm G10					_	C	amber Link Sp	pacing: 2mm	
Hub Spacing: Fwd Mid Back		3   8				[	3		3
Notes:	Arm Mou	nt.D: 1°	0 .5° 🗌	Diff Heig	aht:		Ball Stud	Spacing: 2mm	28
		_	_				7		
II.	l I	Gray 📕 B	lack	+3	Ш	077			10
		Gray B	lack	+3  +2		35		66mm	
				+2 +1				66mm	
			lack	+2				66mm	
Electronics:				+2 +1	Shocks:		СВА	66mm	
Electronics:  Radio: Servo:				+2 +1	Shocks:			Rear	
	%	Differential:	t Center	+2 +1 +0	Shocks:		CBA	Rear 2x1.8	
Radio: Servo:		Differential: Fron Fluid: 101	t Center	+2 +1 +0 Rear		2	CBA Front		
Radio: Servo: EPA: Throttle: % Brake:		Differential: Fron Fluid: 101	t Center C 200K	+2 +1 +0 Rear	Piston:	2	CBA Front 2x1.7	2x1.8	
Radio: Servo:  EPA: Throttle: % Brake:  ESC:  ESC Settings:		Differential: Fron Fluid: 10H Gears: Plast Type: LTC	t Center C 200K cic Plastic C LTC	+2 +1 +0 Rear 10K Plastic LTC	Piston: Thickness:	2	Front 2x1.7 .5mm	2x1.8 2.5mm	
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Radio: Servo:  EPA: Throttle: % Brake:  ESC:  ESC Settings:  Motor / Wind: Tin  Pinion: Spur: 7  Battery:	% 	Differential: Fron Fluid: 10H Gears: Plast Type: LTC Notes: M	t Center  ( 200K  cic Plastic  C LTC  lolded Ring Pinion Gear	+2 +1 +0 Rear 10K Plastic LTC	Piston: Thickness: Fluid: Spring: Limiters: Stroke:	2 Y	Front 2x1.75mm 35wt /ellow Ext: 22mm +2	2x1.8 2.5mm 30wt Blue Int: Ext: 28.5mm	Stroke
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