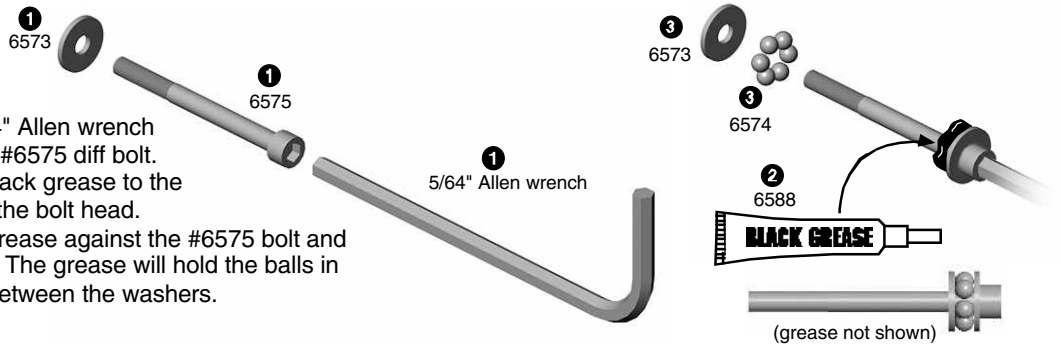
#3913 MOLDED OUTDRIVE ASSEMBLY

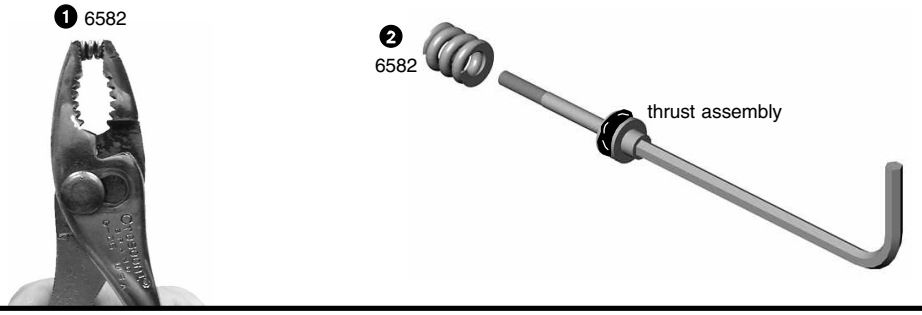
step 1



THRUST BALL ASSEMBLY

1. Hold the #6575 diff bolt with your 5/64" Allen wrench and slide one #6573 washer onto the #6575 diff bolt.
2. Apply a generous amount of #6588 black grease to the washer on the side facing away from the bolt head.
3. Place six #6574 thrust balls into the grease against the #6575 bolt and washer. Add the other #6573 washer. The grease will hold the balls in place during assembly, sandwiched between the washers.

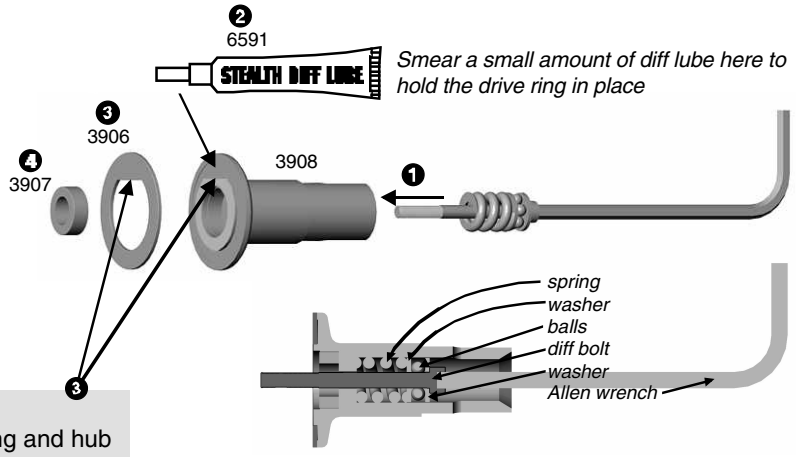
step 2



SPRING

1. With a pair of pliers, compress the #6582 diff spring a few times.
2. Slide the spring onto the bolt against the thrust assembly.

step 3



LONG HUB ASSEMBLY

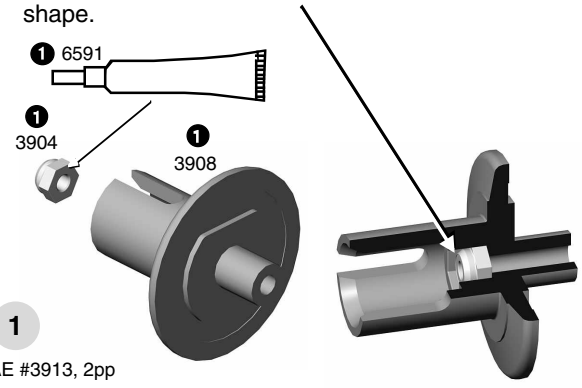
1. Insert the thrust assembly into the #3908 long hub.
2. Add a light coat of #6591 Assoc. lube to the long hub face where shown.
3. Place a #3906 diff ring on the hub, lining up the flats on the ring and hub.
4. Insert #3907 bushing into the long hub.

CAUTION!!
Make sure you line up the flats on the diff ring and hub

step 4

SHORT OUTDRIVE

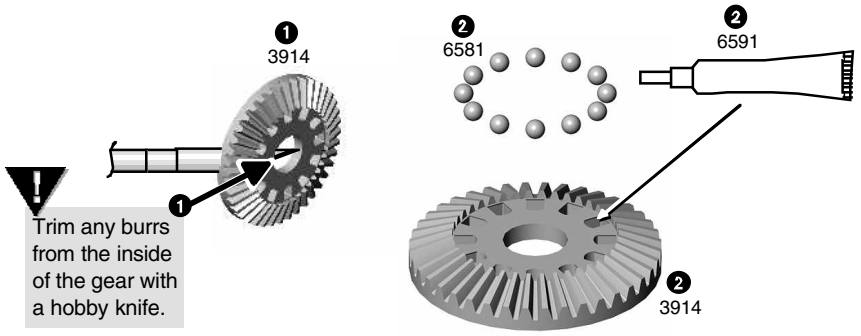
1. Add a small amount of #6591 Assoc. diff lube to the #3904 locknut where shown to help hold it in place. Insert the #3904 2-56 locknut into the #3908 short outdrive. The nut should fit flat inside the hex shape.



step 5

DIFFERENTIAL RING GEAR

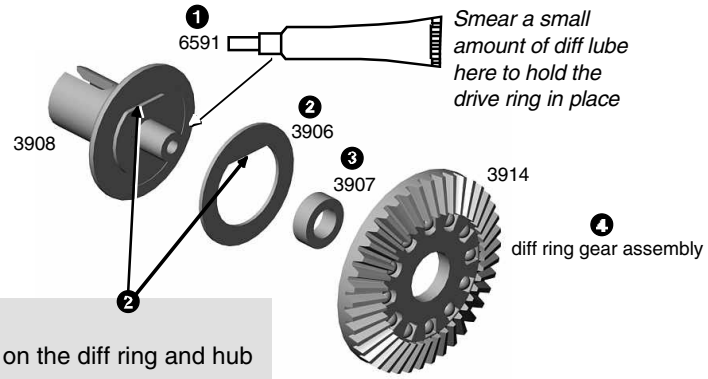
1. Trim any burrs from the inside of the gear with a hobby knife.
2. Add a generous amount of #6591 diff lube to the #3914 ring gear ball holes and push in the twelve #6581 diff balls.



step 6

SHORT HUB ASSEMBLY

1. Add a light coat of #6591 Assoc. lube to the #3908 short hub face.
2. Place a #3906 diff ring on the hub, lining up the flats on the ring and hub.
3. Insert one #3907 bushing onto the short hub.
4. Push the #3908 short hub assembly into the back side of the differential ring gear assembly.



CAUTION!!
Make sure you line up the flats on the diff ring and hub

step 7

DIFF ASSEMBLY

1. Insert the long hub assembly into the short hub assembly, making sure you line up the bolt in the hub and the bolt threads into the #3904 locknut.

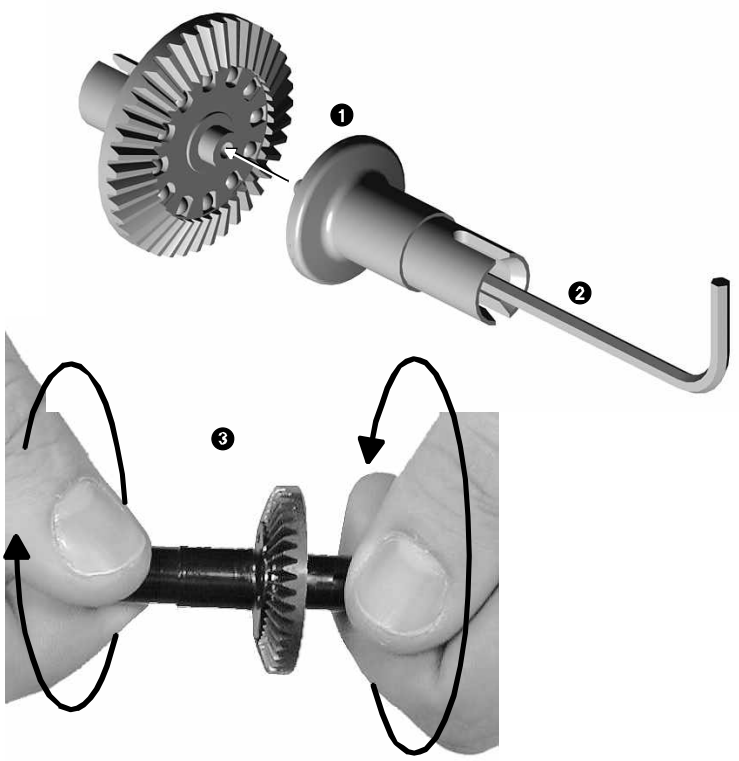
CHECK ALIGNMENT OF THE HUBS

2. Tighten the diff with your 5/64" Allen wrench, but not completely.
3. Screw in the diff bolt a few turns then stop to rotate the diff hubs in opposite directions.Then screw in the bolt some more. Follow this procedure to check proper alignment of the parts. The following note clarfies this.

READ THE FOLLOWING CAREFULLY.

As you tighten the diff bolt, pay close attention to the feeling when the spring is fully compressed. Do not overtighten the bolt. When you feel the spring fully compressed, loosen the diff bolt 1/2 turn. No more, no less. After you have driven the car for one pack, recheck the diff adjustment as above so that when you feel the spring fully compressed, loosen the diff bolt 1/2 turn. Never adjust the diff any other way.

4. Now assemble the second diff the same way.



Rotate the hubs in opposite directions several times in between screwing in the diff bolt.

IT IS EXTREMELY IMPORTANT TO USE THE EXACT AMOUNT OF SHIMS SUGGESTED IN THIS STEP.

step 8

FINAL OUTDRIVE ASSEMBLY

1. Insert the #3908 diff bolt cover into the long hub.
2. Press one #3911 outdrive shim on the long hub.
3. Place one #3976 bearing over each outdrive hubs.