

Designed and developed by our engineering and race team, this gear differential offers several great improvements over the ball differential design.

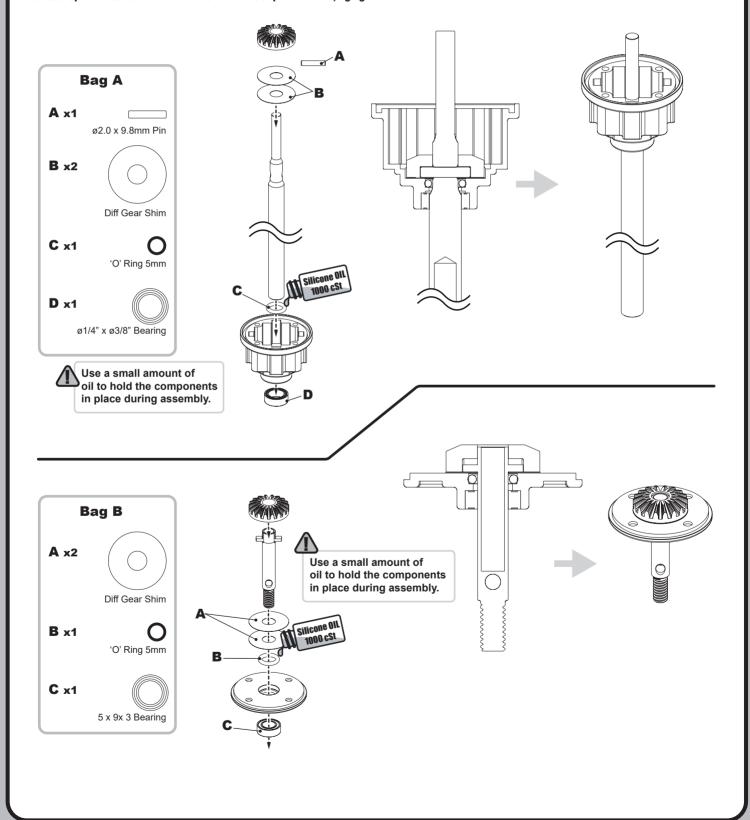
- Consistent and easy setting with less frequent maintenance, with very little change from race to race.
- Improved handling ability with more stable cornering entry, and improved mid and particularly exit rotation.

 Fully ball raced for high precision, performance and lower maintenance.
- Steel axle for strength and reliability.
- 60T 48dp spur included.
- The oil viscosity can be adjusted, to offer greater tunability than the ball differential.
- (700cSt-2000cSt) suited to low grip conditions. (1000cSt supplied as standard)
- (2000cSt-5000cSt) suited to medium grip conditions. (5000cSt-15000cSt) suited to high grip conditions.
- The ball differential may still be used when the track grip is low, but in other conditions this gear differential should always offer more potential.

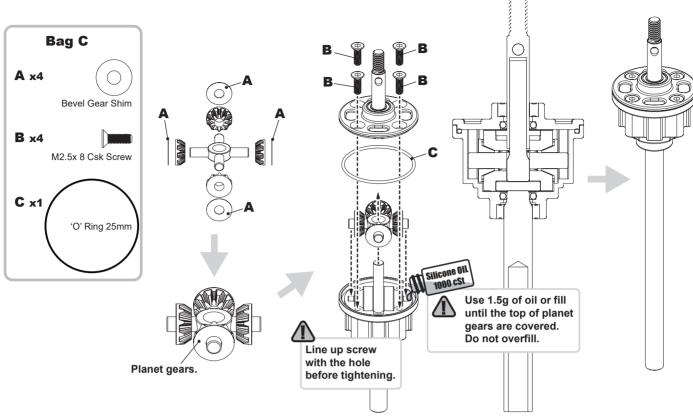
Ball Diff – Easiest to drive – best for low grip tracks.

Gear Diff – Easy to drive – best for medium grip tracks.

- U8353 Optional carbon axle available for ultimate performance, 8g lighter.









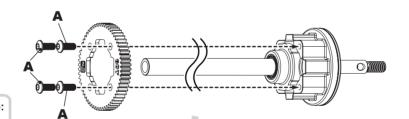
A x4

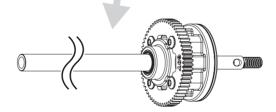


M2.5x 6 Button Hd Screw

Optional spur gears are available: -U8341 - 60T 48DP (included)

- -U8355 88T 64DP
- -U8356 80T 64DP
- -U8357 64T 48DP





Bag E





M2.5x 8 Button Hd Screw





Thin Pin Drive Washer

