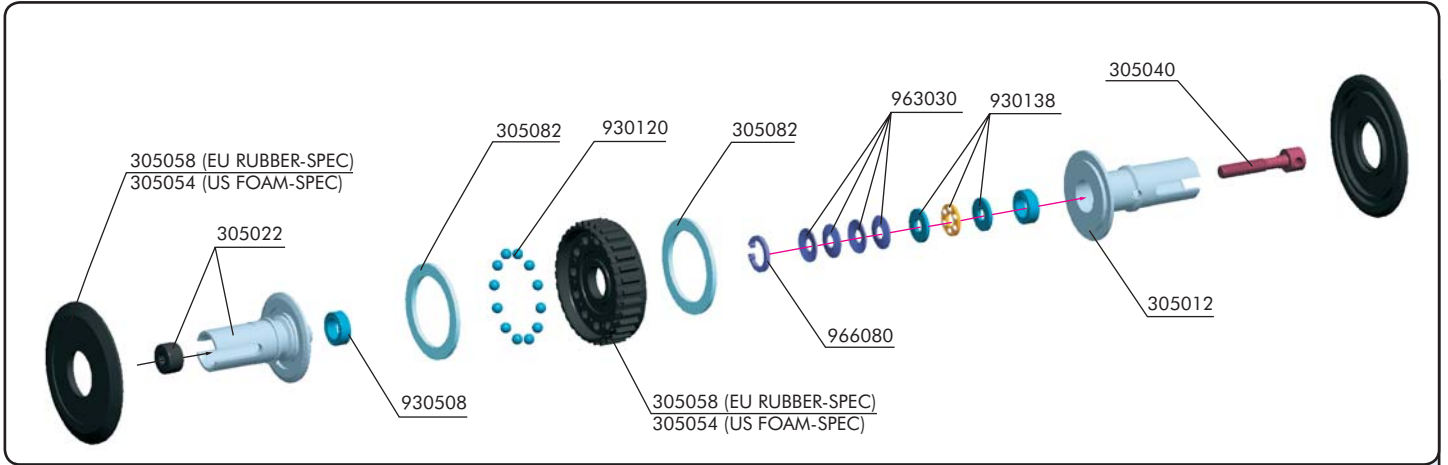
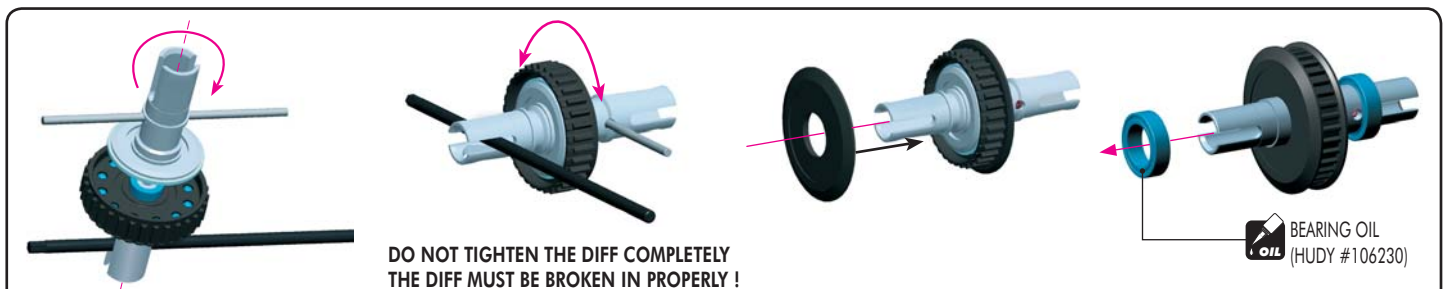
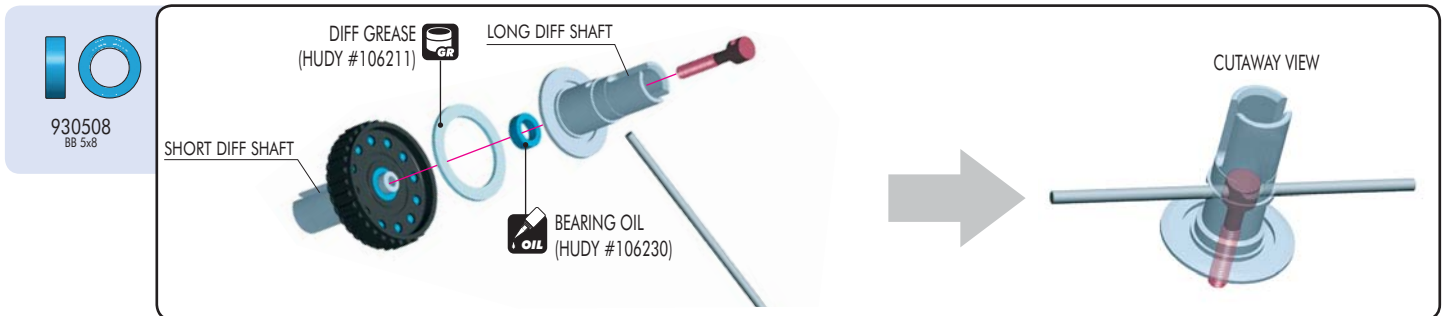
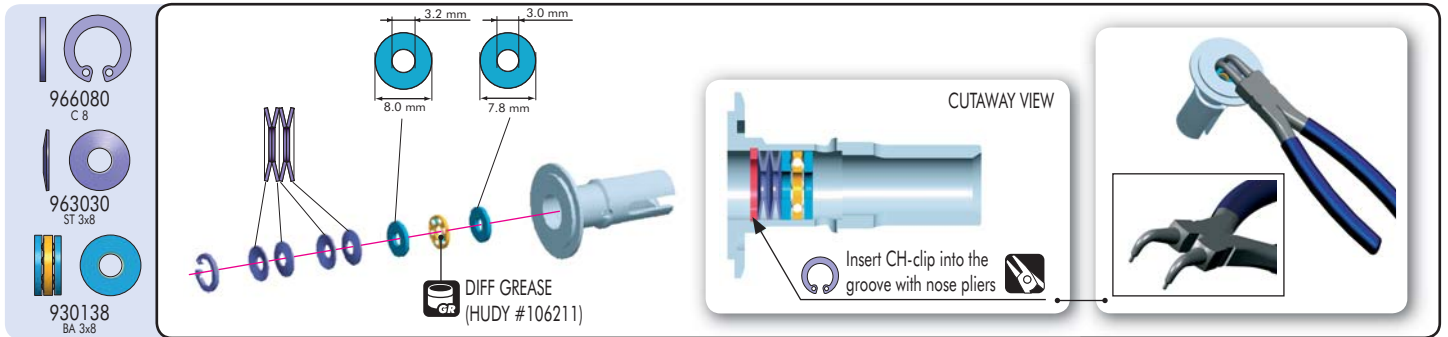


# T2'008 ALU BALL DIFFERENTIAL



30 5003	T2'008 EU RUBBER-SPEC ALU BALL DIFFERENTIAL - 7075 T6 - SET	30 5082	DIFF WASHER 17x23x1 (2)
30 5004	T2'008 US FOAM-SPEC ALU BALL DIFFERENTIAL - 7075 T6 - SET	93 0120	CARBIDE BALL 2.4 MM (12)
30 5012	T2'008 ALU T6 DIFF LONG OUTPUT SHAFT - HARD COATED	93 0138	CARBIDE BALL-BEARING AXIAL F3-8 3x8x3.5
30 5022	T2'008 ALU T6 DIFF SHORT OUTPUT SHAFT - HARD COATED	93 0508	BALL-BEARING MR85ZZ 5x8x2.5 (2)
30 5040	SCREW FOR EXTERNAL DIFF ADJUSTMENT - HUDY SPRING STEEL	96 3030	CONE WASHER ST 3x8x0.5 (10)
30 5054	T2'008 DIFF PULLEY 34T WITH LABYRINTH DUST COVERS	96 6080	CH-CLIP 8 (10)
30 5058	T2'008 DIFF PULLEY 38T WITH LABYRINTH DUST COVERS		



**IMPORTANT:** When you build the differential, do not tighten it fully initially; the differential needs to be broken in properly. When you build the diff tighten it very gently. When you put the diff in the car and complete the assembly, run the car for a few minutes, tighten the diff a little bit, and then recheck the diff. Repeat this process several times until you have the diff tightened to the point you want it. Final adjustments should ALWAYS be made with the diff in the car and on the track.