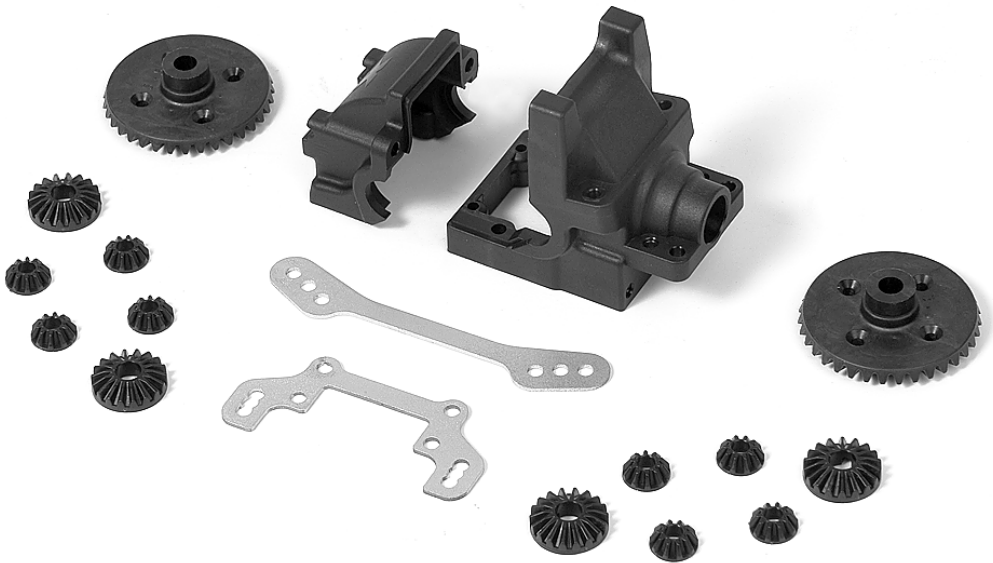


XRAY XB4

XRAY XB4 Free Upgrade Package

Despite the long term performance and durability testing to which the XRAY XB4 was subjected by the factory and R&D team, several XB4 customers have reported minor issues in crash situations. XRAY has been well known to fully stand behind their products and is known for providing first class customer service and support. Even though the reported issues have affected only a small portion of XB4 owners, XRAY felt that it would be prudent to provide a free XB4 upgrade package to all XB4 owners through the shop where the kit was originally purchased.



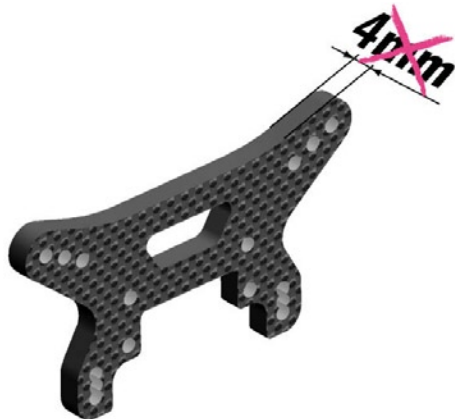
The package will include:

- Improved 35T diff gears V2 - they have symbol 35 on the back of the gear. Replace both front and rear. The new gear reduces play of the internal satellite gears inside the diff to reduce the risk of damage to the satellite gears.
- Replacement internal diff gears - no change to the parts, just a free spare for those whose gears may have been damaged due to the 35T gear issues. No need to replace if the original ones are undamaged.
- Reinforced front diff bulkhead V2 - to replace front bulkhead to increase durability in crashes.
- Reinforcement for the front shock tower - to reinforce the shock tower in serious crashes.
- Reinforcement for rear roll center positions - to reinforce the camber link assembly on the rear shock tower in serious crashes.

These upgrade packages will start shipping next week, however, it will take some time until the packages will reach all distributors and they are able to distribute them to the shops.

SHOCK TOWERS

There are some customers who use optional thicker or aluminum shock towers. Please note that the 3mm shock towers are used intentionally as they allow stress and energy to be absorbed up to a certain level. When using thicker or aluminum shock towers the stress and energy will be transferred to other components of the car and something else may break, usually the bulkhead.



SHOCK TOWERS

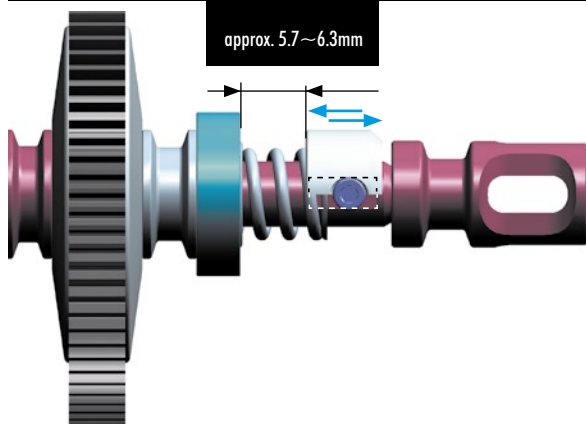
✗	Graphite 4mm
✓	Graphite 3mm
✗	Alu 4mm

SLIPPER CLUTCH ADJUSTMENT

To have a proper slipper clutch adjustment is extremely important for the gear diffs. Make sure your slipper clutch is set loose enough that the slipper can slip. If you lock the slipper clutch, something on your car may break, either the motor, drive shaft or usually the diff outer or internal gears.

! VERY IMPORTANT!

It is absolutely important that you never fully tighten the Slipper Clutch. Overtightening the Slipper Clutch may result into breaking the diff crown gear and pinion gear. The wheels should always be able to slip.



SLIPPER ADJUSTMENT:

Slipper clutch can be adjusted by the set screw in the bushing. More the spring is tighten (bushing moved more inside), the slipper clutch is more tighten.


INITIAL INSTALLATION POSITION SHOWN

Detailed information on slipper adjustment can be found at the bottom of page 27.

PROPER AMOUNT OF OIL IN THE DIFFS

Please be very careful to properly fill your differentials as per the instruction manual. Use a digital scale to measure the exact amount of oil into the diff. Remember that during operation the diff gets hotter and the heat may allow the oil to expand. If there is too much oil inside it may interfere with the diff operation and damage the internal gears.

TO ENSURE YOU HAVE THE SAME AMOUNT OF OIL FROM REBUILD TO REBUILD, DO THE FOLLOWING:



#107865
HUDY Ultimate Digital Pocket
Scale 300g ± 0.01g

9.80g

11.12g

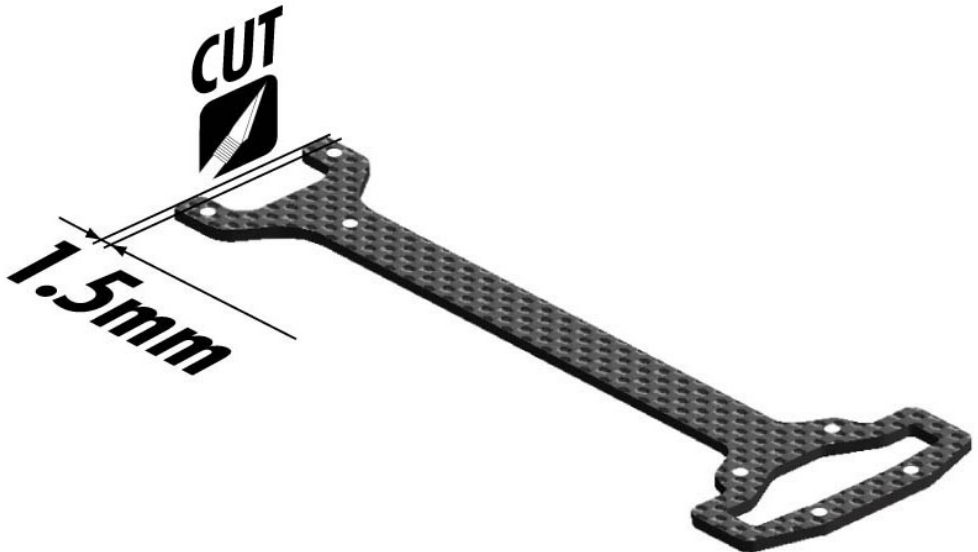
1 Put the diff (without oil) on the scale and check the weight (approximately 9.80g)

2 Slowly pour oil into the diff and watch the weight. Add 1.32g of oil into the diff. The approximate weight of the diff including oil is 11.12g.

$9.80g + 1.32g = 11.12g$

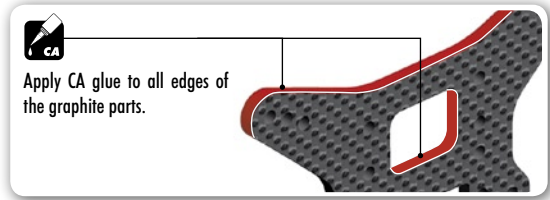
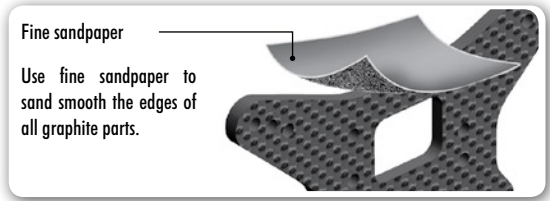
TOP DECK MODIFICATION

To accommodate the new V2 improved front bulkhead you may need to remove a small amount of material from the front of the top deck, approximately 1.5mm, to allow the top deck to fit.



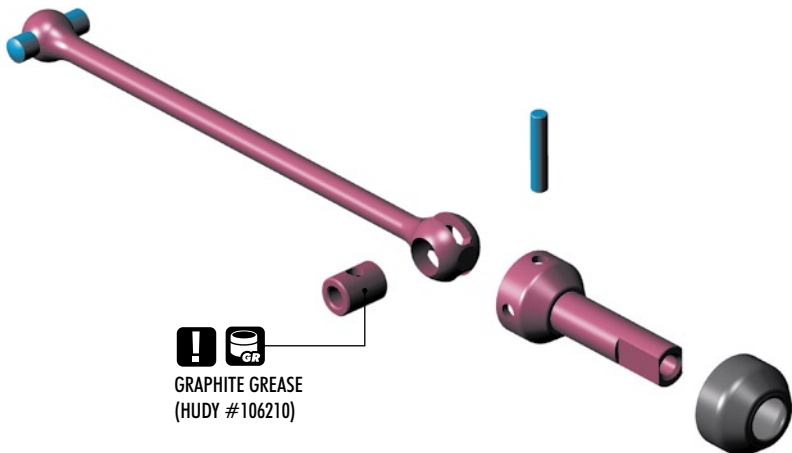
SHOCK TOWER PROTECTION

Please follow the instruction manual and seal the edges of the shock towers with CA to reinforce them and help prevent delamination.



DRIVE SHAFT COVER CAPS

Please follow the instruction manual and lubricate the drive shaft connecting joint properly so the drive shaft turns freely. In the event that not enough grease is used, the connecting pin may lock and may even, in extreme situations, push through the drive shaft cover cap.



! GR

GRAPHITE GREASE
(HUDY #106210)