

Team magic E4RS4 DIFF BUILD TIPS

Hear you will find a few tips to help achieve an optimal build differential for the Team magic E4RS4.

From the onset, the diff does build very well. I found a few little things just to help perfect the different action.

First, my diff out drives have a small shoulder on the shaft that fits inside the diff casing. I also found that I had zero end float in my out drives once they were fitted into place in the diff casing half's. To rectify this, I used a hand held counter sink tool, to remove a small amount of material from the diff casing. This freed up the diff action and made it feel buttery smooth.

Second, I find sanding the backs of the two lager gears in the diff, help to make the action feel smother, this generally goes for all car manufacture on the market. By doing this, you're only trying to remove the high spots. Around 0.05 mm is enough material to remove.

Third, oil fill. 1.3 grams is perfect, I found using a shock air removal tool to evacuate the air strapped in the oil when filling, makes for a more consistence diff between rebuilds.

Forth, if you find the diff bearings tight to fit onto the casings. Take a small needle file where the bearing is seated. You're only trying to remove the high spots. I hold the diff in my left hand, fingers and thumb holding the pulley part, turn the diff and gently file the part that the bearings sits. You may find doing this easier with the diff striped down to prevent damage to the outdrives.

