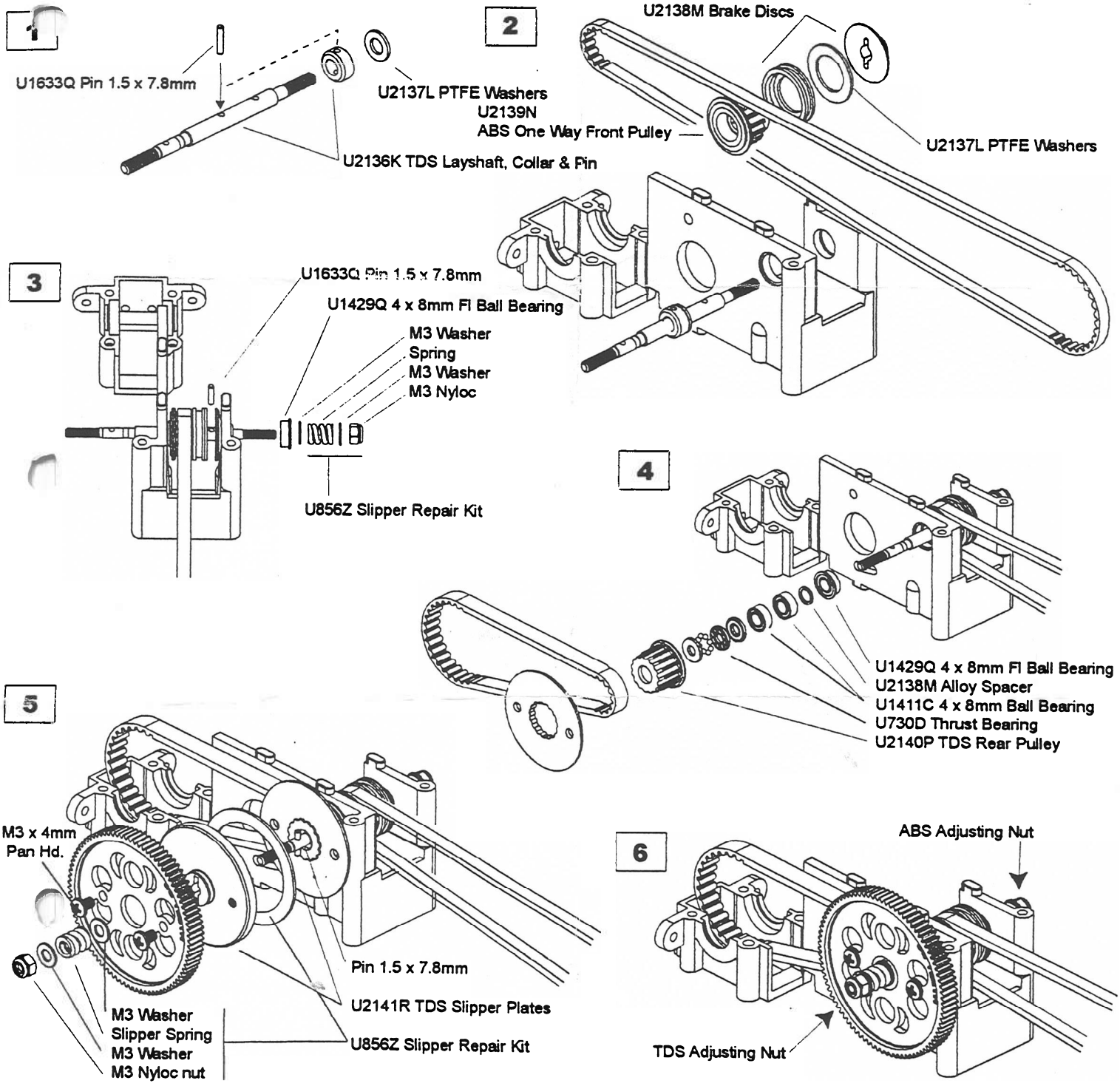
Schumacher

U2102V T.D.S. Torque Distribution System - 4WD



.B.S. Adjustable Braking System - 4WD

eatures full drive to the front wheels at all times but includes fine adjustment of the front wheel raking. The A.B.S. should be adjusted to get a brake balance between front and rear so that front wheel lock is avoided which would cause corner entry ndersteer. Too little front braking will cause corner entry oversteer due to lock up of the rear wheels. The balance is achieved by adjusting the M3 Nyloc nut n the motor side of the layshaft. Turn nut anti-clockwise to reduce front braking or clockwise to increase front braking. The range of adjustment is from full 4WD ck up all the way to a completely free one-way front drive. On low grip tracks use more front braking and on higher grip tracks decrease the amount of front raking for faster turn in.

.D.S. Torque Distribution System - 4WD

his system has all the features of the A.B.S. Adjustable Braking System but also allows the adjustment of the torque distribution between front and rear wheels. .D.S. should be adjusted to get a balanced car under hard acceleration without the rear end spinning out. Turn the M3 Nyloc nut, on the spur gear side, nti-clockwise to reduce the torque at the rear wheels to prevent loss of rear end grip and at the same time increase the torque to the front wheels to help pull he car out of the turn. Increase the torque to the rear wheels by turning the M3 Nyloc nut clockwise for maximum acceleration under high grip conditions. ouring [illegible] rules in some countries do not allow the use of a slipper clutch, in this case replace the two M3 x 4mm spur gear retaining screws with the two longer 3 x 6 [illegible] screws provided, these MUST be aligned with the holes in the back plate. This locks out the T.D.S and is also recommended for tight high grip tracks.

SPRING COILS MUST NOT BE TOUCHING - DO NOT OVER TIGHTEN ADJUSTING NUT.
SPRING MUST NOT HAVE END FLOAT - DO NOT OVER LOOSEN NUT

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