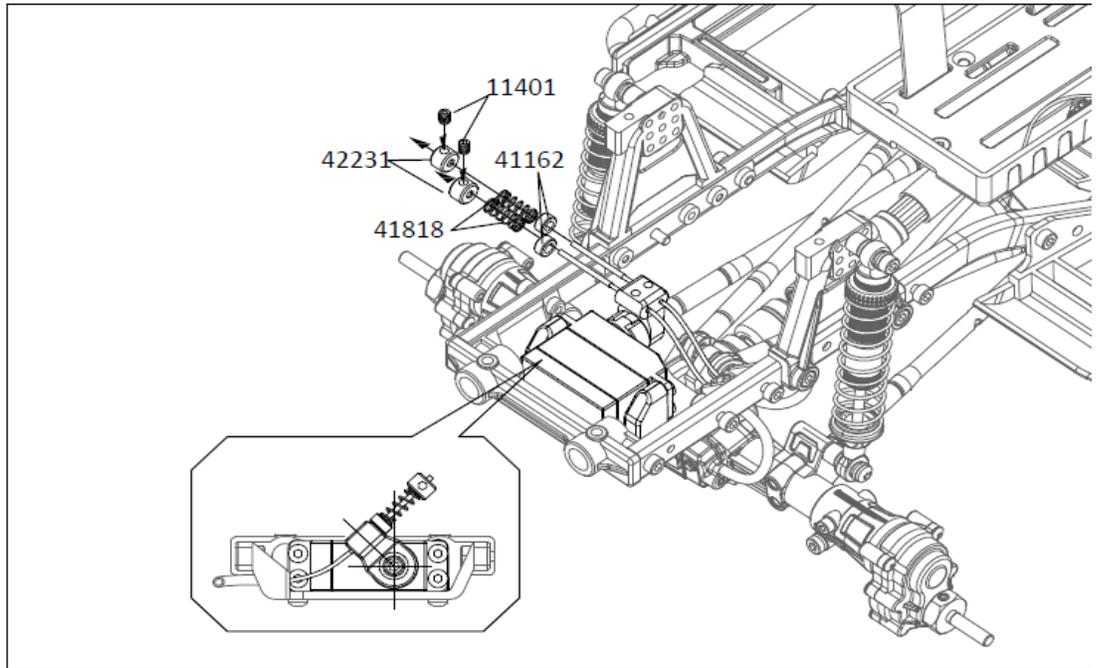


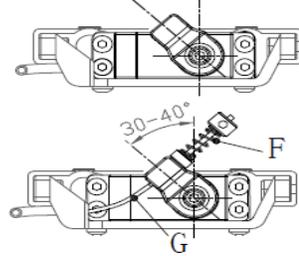
- 41818 X2  

- 11401  
  
M3x4 X2
- 42231 X2  

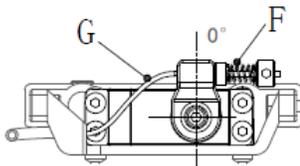
- 41162 X2  
  
Ø6xØ3.2x3 X2



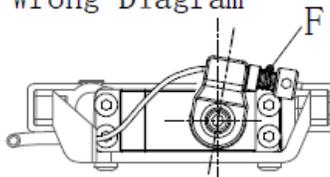
Differential locking

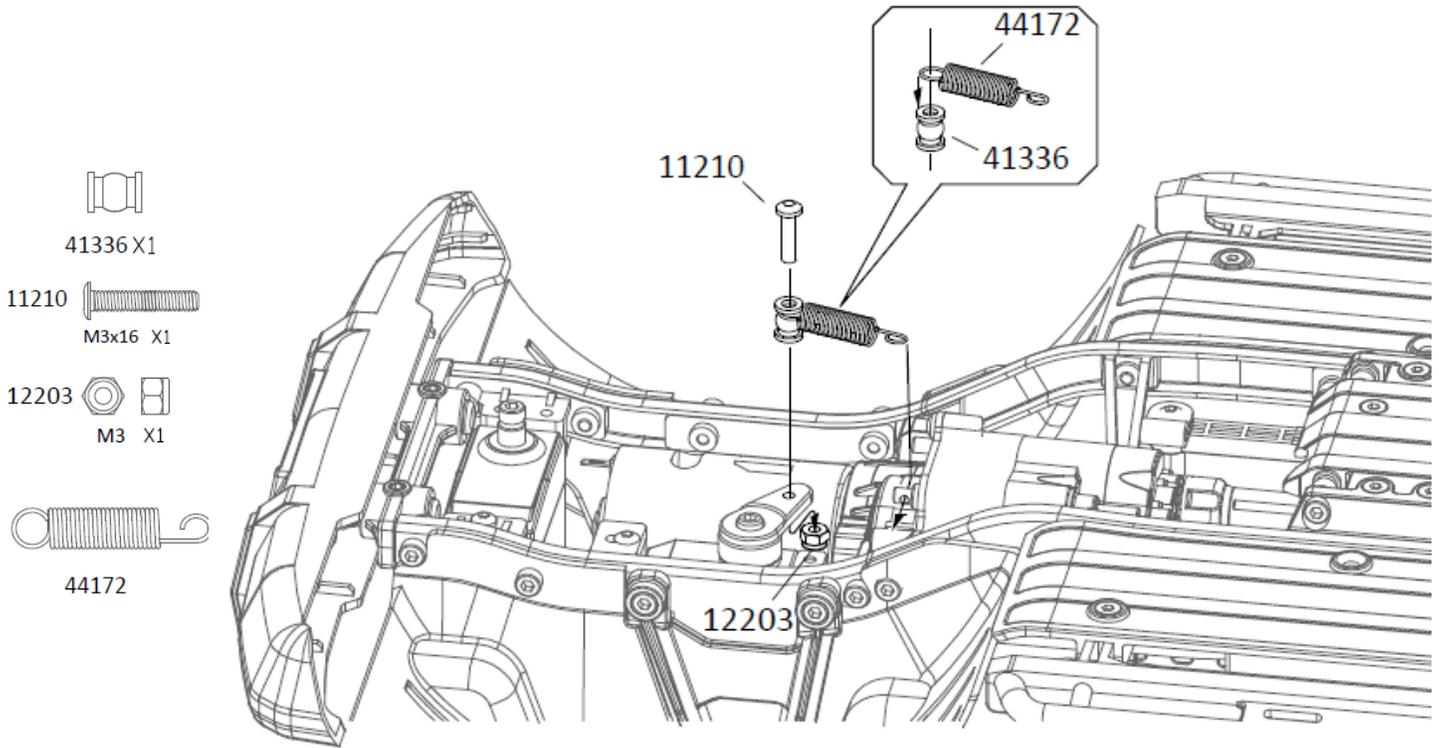


Differential unlock

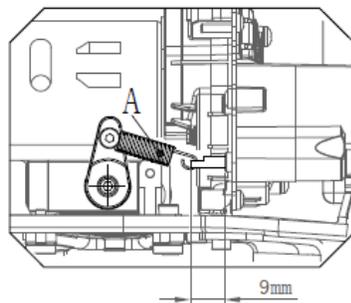
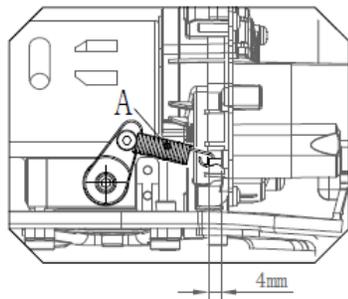


Wrong Diagram





Shift servo installation and adjustment



## AT4 V2.0 Servo protection device installation

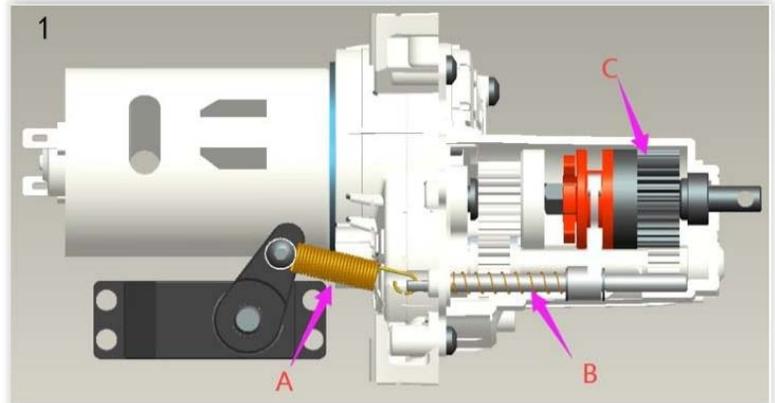
**Remind:** The neutral position of the servo is set by the remote after installing the servo horn. The servo horn can also manually be adjusted. This applies to all remotes and servo.

### V2.0 Servo protector working and adjustment:

#### Transmission shifting:

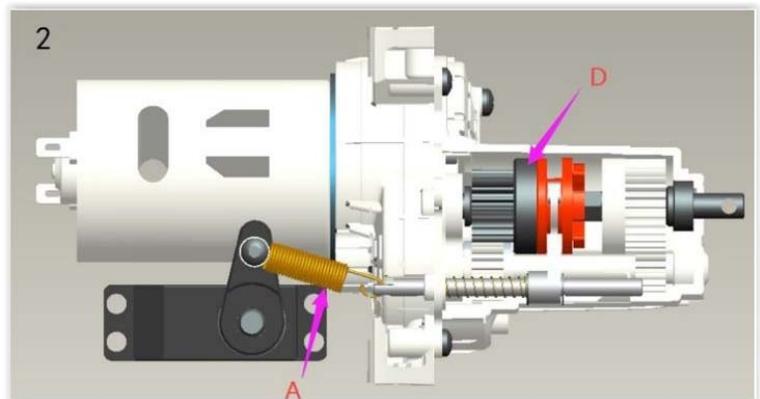
**Low gear:** the switch on the remote is set in low gear and the servo horn is in neutral position. The protection spring (A) is not under tension. The shift chuck (red part) is pushed into the low gear (C) by the internal spring (B). Now the gearbox is set in low gear. ( picture 1)

Make sure the installation angle of the servo arm do not put any Tension on the protection spring (A). This can be set by the remote control or manual adjustment of the servo horn. The RTR version cannot be adjusted.



**High gear:** the switch on the remote is set in high gear and the servo horn pulls the protection spring (A) and the shift rod out. The shift rod pulls the shift chuck (red part) into the high gear (D) Now the gearbox is set in high gear. (picture 2)

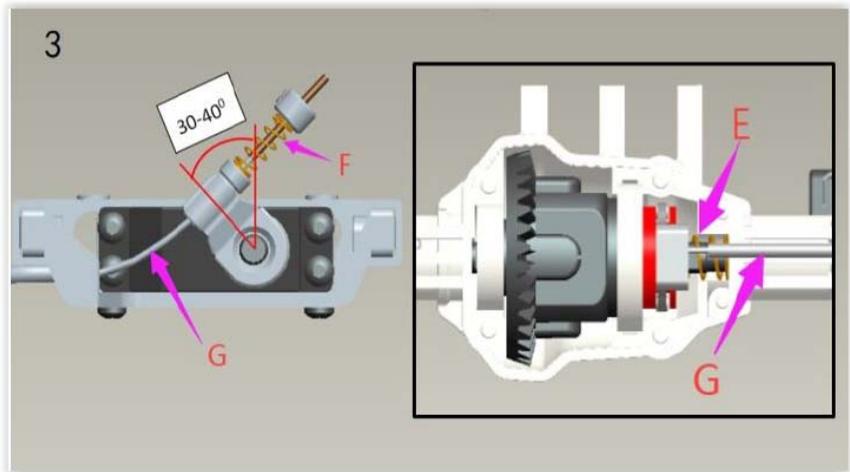
The servo horn should pull the protection spring (A) for about 2-3 mm. This can be set by the remote control. The RTR version cannot be adjusted.



## Differential lock and unlocking

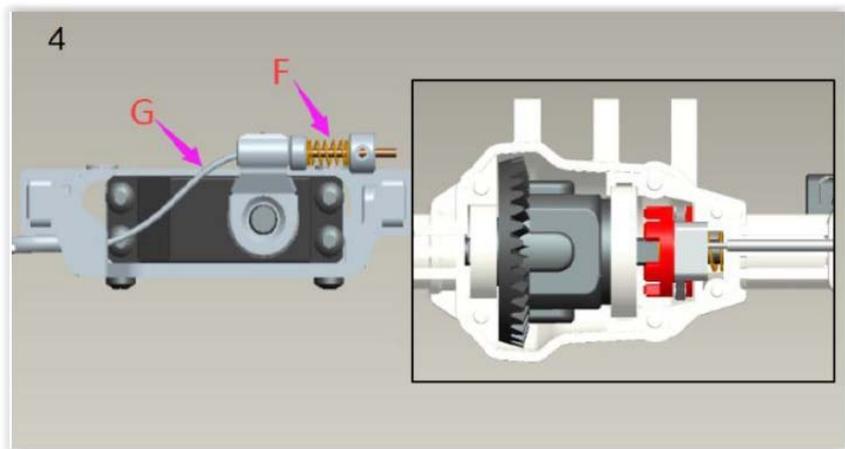
### Differential locking:

The AT4 front and rear axle differentials are locked by default. The return spring (E) in the axle pushed the chuck (red part) into the diff carrier and the diff is locked. In the locked state, the servo horn's position is set by the remote control as shown in **picture 3**. Angle of the servo horn should be between 30-40 degrees. The protection spring (F) should be uncompressed and the cable (G) is relaxed.



### Differential unlocking:

The switch on the remote control is set to unlock. The servo horn rotates to the unlocking position as defined by the remote control (**picture 4**). The servo horn compresses the diff lock protection spring (F) and pulls the cable (G) to disengage the chuck (red part) from the diff carrier and unlock the diff. The servo horn should compress the protection spring (F) about 2-2.5 mm. This can be set by the remote control. The RTR version cannot be adjusted.



**Remark: when above installation is completed, switch the remote off/on and repeatedly switch the gearbox from low to high. Also engage and disengage the diffs and turn the wheel to verify the diffs are working.**

### When should the V2.0 servo protector be installed?

Main reason for damage to the servo in some RTR vehicles is that the power of the servo is too large or the adjustment is not fine-tuned. The v2.0 servo protector can effectively protect the servo gear.

At present, the AT4 RTR kits which are not affected can replace the servo protector for the gearbox servo first and the diff lock servo protector can be replaced according to the actual use.

### RTR upgrade to remote control, servo and kit model.

Non RTR original configuration of the remote control and servo is possible. Please replace the V2.0 servo protector. Adjust the remote control and the servo settings according to the above instructions.

Pay attention: Start to adjust the stroke of the servo horn from small to large (20% is a good start point in the endpoint settings)