

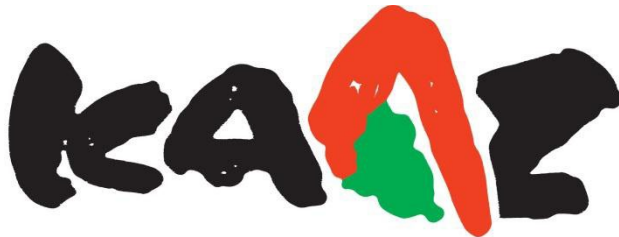


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KAAZ CORPORATION



FUNCTION OF L.S.D:

ENSURE TRACTION UNDER HARD CORNERING.

A standard differential in your car is known as an "open" diff. An open diff transfers power to the wheel with the least resistance. When performing hard turns with a standard differential, the vehicle weight shifts and tilts the car causing loss of traction when the inner wheel lifts up and invariably spins. When performing hard turns with a limited slip differential the power transfer is maintained to both driving wheels and thus controls traction.

FREE FROM A MUDDY SURFACE. AVOID LOSS OF TRACTION ON ONE DRIVE WHEEL.

In this situation a standard differential equipped vehicle will be unable to continue driving as the power will be supplied to the wheel with least resistance. A vehicle that has a limited slip differential will have the power transfer shift to the wheel with more traction enabling the car to move.

The Kaaz L.S.D. has been developed to sense the difference between both driving wheels' rotation and smoothly transfers the power to the ground by limiting differential action. This greatly improves the control of the vehicle while accelerating through turns.

FEATURES OF KAAZ L.S.D:

Kaaz L.S.D. is the pioneer in the large sized clutch plate design. Its effectiveness and durability has been proven at the race scene throughout the world.

SMOOTH LOCKING ABILITY AND STABLE DRIVABILITY.

The cone spring is generally known to provide pressure when compressed. Normally the initial resistance is soft but as more pressure is applied the resistance increases quickly. Understanding this cone spring's character and pressure build up, Kaaz engineers have achieved a unique design to provide the smoothest engagement and locking ability into the Kaaz L.S.D. units.

In general, there is a misunderstanding that "High initial torque = More effective L.S.D.". Kaaz design is based on the L.S.D.'s overall locking characteristic and does not depend on the initial torque setting

only. This makes for much smoother driver control. By controlling the L.S.D.'s effectiveness based on the accelerator input, the driver can always feel the superb stability when driving. Kaaz L.S.D.'s most unique feature is the smoothness between the lock to free transfer due to its unique design.

KAAZ MATERIAL S, UNIQUE PROCESSING.

Newly developed "RS" clutch plates are utilised on all the new "Solid L.S.D." models. These new plates are uniquely designed to improve gripping whilst reducing wear. All of the pinion gears and side gears are made from top quality steel and special heat treatment to obtain maximum strength. The differential castings are all machined from top quality material to withstand the abuse of high horsepower input and high temperatures inherent in performance driving. Precise fitment is assured with strict quality control management.

SOLID LSD:

Feel the difference!

Superb reaction time and grip with the new "RS" plates.

Better reaction and control compared to the basic model.

Better torque transfer and heat control.

New high quality machined case.

LSD TYPES:

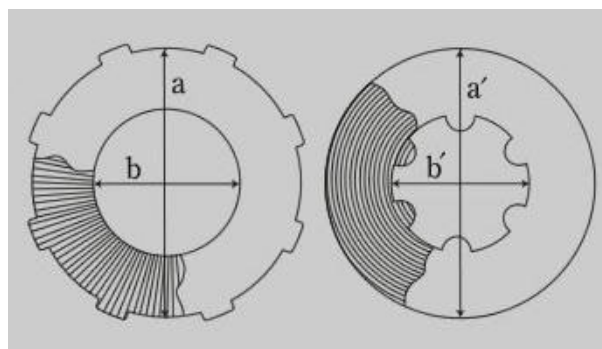
1.5 Way – Effective on acceleration and less effective on deceleration and braking. Precise vehicle control can be achieved.

2 Way – Effective on both acceleration and deceleration. Great for drifting and high speed road racing use.

CLUTCH PLATE SIZE S

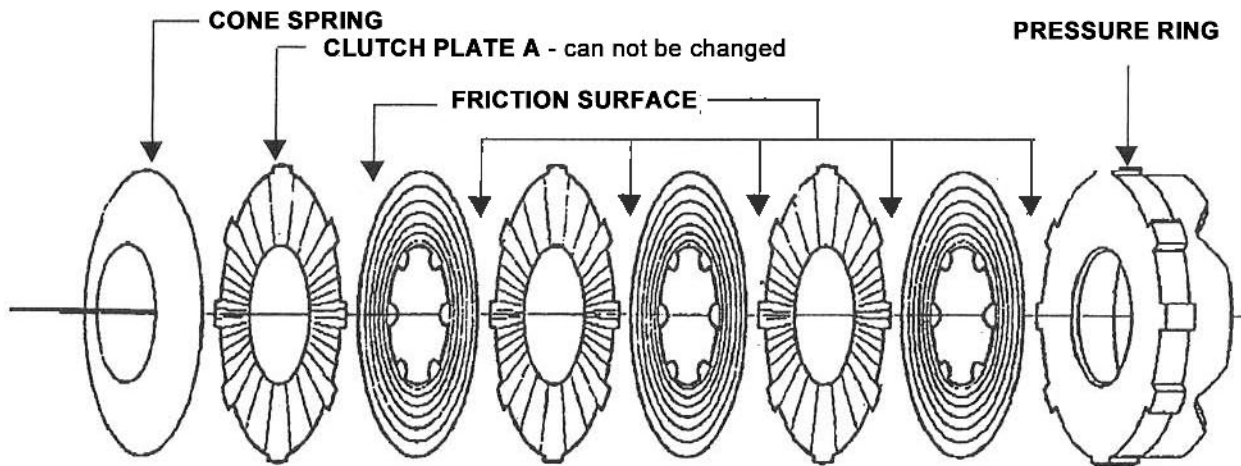
(UNIT: MM) CLUTCH PLATE A: EXTERNAL GROOVES, CLUTCH PLATE B: INTERNAL GROOVES

SIZE	CLUTCH (RS) PLATE A			CLUTCH (RS) PLATE B		
	a	b	T (thickness)	a'	b'	T
L	106	57	1.7	106	54	1.7
M	93	51	1.7	93	48	1.7
S	85	47	1.6	85	46	1.6
S-2	85	64	1.6	85	65	1.6
SS	81	47	1.6	81	46	1.6

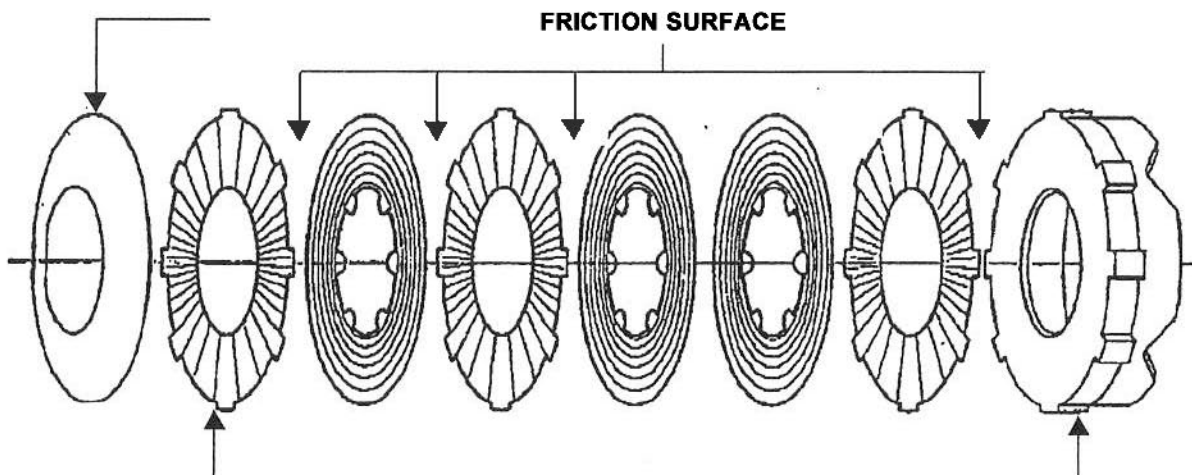


OPTIONAL DRIVE PLATE SETTINGS

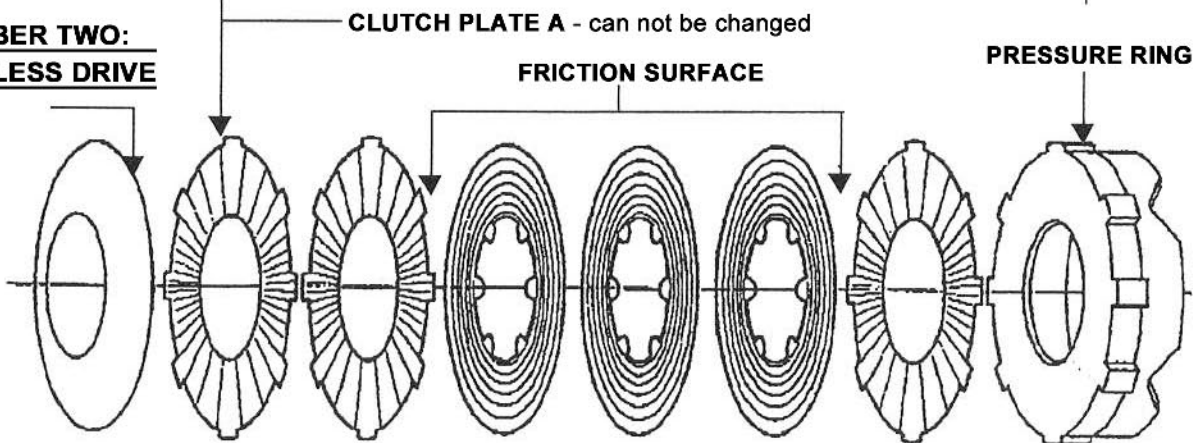
NUMBER ONE: STANDARD PLATE CONFIGURATION



NUMBER TWO: 40% LESS DRIVE



NUMBER TWO: 60% LESS DRIVE



NUMBER ONE ~ STANDARD UNIT OF THE SELF COMES WITH MAXIMUM DRIVE. USED FOR RACING/DRIFTING ONLY.

NUMBER TWO ~ LESS LOCK UP CAPACITY BY USING LESS FRICTION SURFACES. PERFORMANCE ROAD USE.

NUMBER THREE ~ LESS THAN HALF DRIVE, USED FOR SMOOTHER DRIVE APPLICATIONS. ROAD USE ONLY.

PLEASE NOTE: Total number of plates can vary between different Kaaz models and the above diagram may not represent the specific model you have purchased.

However, the principle of reducing clutch pack capacity remains the same; back to back stacking of friction plates.

If restacking plates to suit your personal driving circumstances, take care to realign reference marks on each half of Kaaz housing upon assembly. Pressure rings must also be reinstalled in their original position.