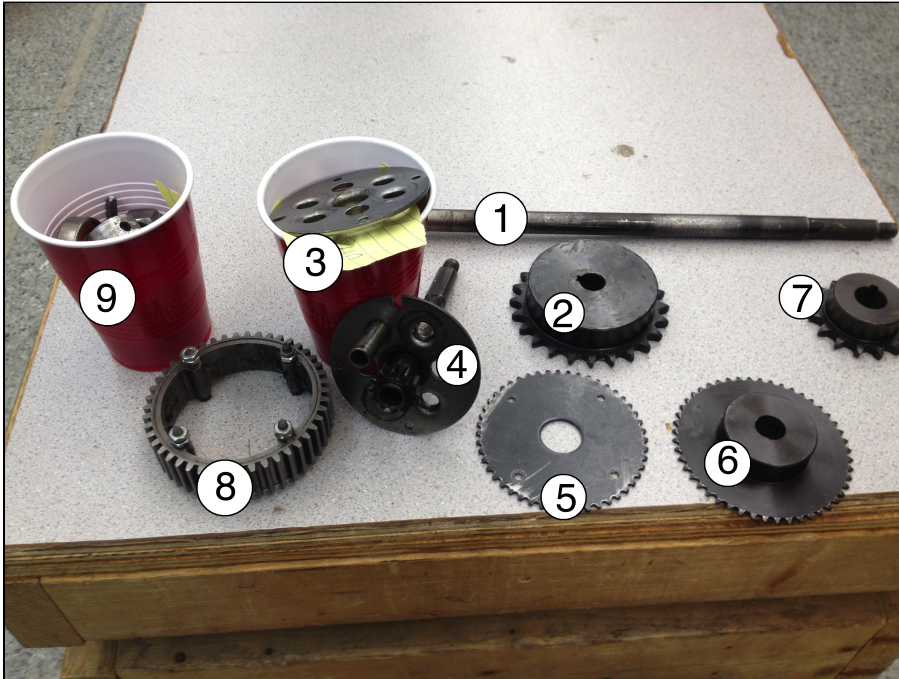


## Mon 06-10-13 Lin

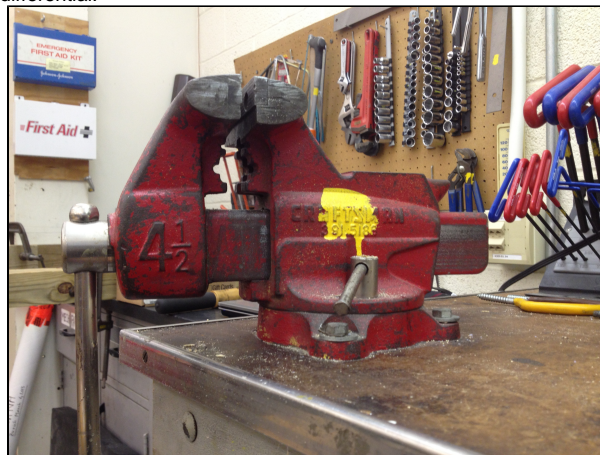


We separated the pieces on the differential and wheel axle. The numbers in the above picture correspond to:

1. A differential half shaft. The new #25 wheel sprocket will go here.
2. The old #40 wheel sprocket of the differential that we no longer need. It used to be attached to part (1).
3. A cup of differential parts. This contains the spur gears that define the dynamics of the differential. The circular plate at the top of the cup is one of the side plates of the differential housing.
4. The other differential half shaft and its differential side plate. This shorter shaft will hold the #25 flywheel sprocket.
5. The #25 handle sprocket. There are four small holes on it with which we will bolt the sprocket to the main differential gear. This makes the handle sprocket the middle gear on the differential.
6. The #25 flywheel sprocket. This will go on part (4).
7. The old #40 wheel sprocket that went on the wheel axle that we no longer need. It will be replaced by a larger, thinner #25 sprocket.
8. The differential housing. This keeps all the interior spur gears together and serves as the connection point between the two half shafts of the differential.
9. Wheel axle bearings, bolts, nuts, washers, etc.

While waiting for our shipment of new sprockets to come in, today we tore apart the erg in preparation for installing these new chompers (sprockets have teeth). This included:

- Taking off the heavy duty #40 chain because we will be replacing it with a much lighter #25 chain, the same kind that comes with Concept II ergs.
- Removing the differential axle and the wheel axle from the erg.
- Hammering off old sprockets from the differential.



This vise clamped onto the differential while we were hammering away.