OT-FR60 & OT-FR66
Instruction Sheet

Following the tremendous success of the innovative Turbo Sliding Clutch, Fioroni has taken clutch design to the next level with the new Option Team Adjustable Off Road Clutch. This clutch combines technology from on road racing with the advantages and benefits of the Turbo Sliding Clutch. With this setup, you can fine tune the clutch to meet any combination of variables you will come up against. This clutch is designed for 1/8th buggies, and is an excellent choice for monster trucks and other heavy duty forms of RC vehicles. Read the entire instruction sheet before you attempt to install and run the clutch. If you have any questions related to this product, contact your local dealer, Fioroni distributor, or visit www.fioroni.com.

Included in the OT-FR60/66 kits are:

(1) Spring nut, (1) Gold spring (OT-FR65), (1) Clutch plate, (2) White pads (OT-FR62), (2) Black pads (OT-FR61), (1) Flywheel nut, (1) Flywheel

OT-FR60 contains a 39mm diameter flywheel, and will fit all cars with a similar size flywheel.

OT-FR66 contains a 35mm diameter flywheel, and will fit all cars with a similar size flywheel.

Parts not included, but required to build this kit are:

Crankshaft collet: Any Novarossi compatible collet will fit. Collets are normally included with your engine.

Clutch bell: Any 1/8th buggy type clutch bell (with bearings and screw) is compatible. We recommend Fioroni clutch bells (OT-FR13, 14, 15, 16 and 17) and 5x10 bearings (OT-1910).

Before you start:

Remove the engine from the car. Remove and set aside the clutch bell assembly, clutch, and flywheel. Leave the collet on the crankshaft.

Assembly Steps:

1. Slide the flywheel over the collet. Ensure the collet seats securely in the flywheel.

2. Apply a drop of medium strength thread lock compound to the flywheel nut and thread onto the crankshaft, securing the flywheel in place.

3. Place the 2 black and 2 white pads in the groove of the flywheel.

4. Place the clutch plate over the pads. Check to make sure the pads seat properly in the groove of the plate.

5. Slide the gold spring over the crankshaft and into the plate.

6. Apply a drop of medium strength thread lock compound to the spring nut and install onto the threads of the flywheel nut about ¼ turn or just enough to keep the spring nut from falling off. Before installing clutch bell, see below for final adjustment and tuning tips.

Adjustment and Options:

Now that you have installed the clutch, it is time to set the spring tension. The exact spring tension required for each specific car will vary widely. As a **general** starting point, we suggest tightening the spring nut 2 ½ to 3 complete turns from the above starting point. For monster trucks or other heavy load applications, you may start at 3 to 3 ½ turns from the starting point. Tightening the spring nut (adding more spring tension) further will allow the engine to rev higher before engaging, thus providing more 'snap' at low speeds. Loosening the spring nut will allow the engine to engage at lower rpm's, providing smoother and easier acceleration. For high traction conditions and/or for trucks or other heavy load applications, try tighter settings. For loose conditions or lighter vehicles, try a looser setting. We don't suggest tightening the nut more than 6 turns or less than 1 turn. Experiment with various settings to find the setting best suited to your car, engine, driving style, and track conditions.

The clutch pads and spring included in your clutch kit is the best combination we have found for most off road buggy and trucks. There are 2 stiffer option springs available; silver (medium, OT-FR64) and black (hard, OT-FR63). The silver spring will work well for extremely powerful engines on sticky surfaces and the black spring is suited for extremely heavy loads such as tractor pulls, deep mud, or over-sized monster trucks. The clutch pads are available in packs of four; black/carbon pads (OT-FR61) and white/Teflon pads (OT-FR62). You can use all 4 black shoes or all 4 white shoes instead of 2 of each. The black shoes 'grab' harder while the white shoes provide smoother acceleration. Again, you can experiment to find the best combination for your needs.