



1/8th Scale Performance Clutch Systems:

#346 8/99

Many years of experience with racing gas vehicles has led to the most consistent and reliable clutch system on the market.

1. Remove the stock clutch bell, clutch shoes, and flywheel.
2. Install MIP flywheel onto your motor the same as you would your stock flywheel.
3. Slide MIP clutch shoes onto the flywheel pins. (see fig. 1 below for set-up options)
4. Secure both clutch springs around the clutch shoes. (see fig. 2 for assembly tips)
5. Finish assembly of clutch bell and re-install your motor into the car.

IMPORTANT:

CLUTCH SPRING ASSEMBLY:

1. Secure open hook ends of the clutch springs together to form a loop.
2. Use needle nose pliers to securely close the open hook ends of the clutch springs.
3. Slide one spring at a time into the groove of the bottom half of the clutch shoe assembly. Use both of your thumbs to roll the spring over the top half, so the springs are completely around both clutch shoes, and completely in the groove.

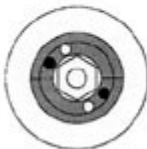
Fig: 1

A.



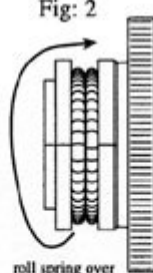
A. Light Clutch Set-Up:
Insert flywheel pins into the second set of holes in the clutch shoes. The clutch will not engage as quick or hard as the below heavy set-up. This allows the motor to increase RPM's before engaging, thus a smoother take off for loose tracks.

B.



B. Heavy Clutch Set-Up:
Insert flywheel pins into the first set of holes in the clutch shoes. The clutch will engage quicker and harder than the light set-up. This set-up is ideal for tracks with high traction.

Fig: 2



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