

When the engine revs increase, the clutch shoes, attached to the flywheel on the shaft within the clutch bell, are flung outward by centrifugal force. The shoes engage the inside of the clutch bell to turn the bell and accelerate your vehicle. The shorter the clutch shoes, the higher the engine must rev before the shoes engage (a shorter contact patch contributes to this too). A clutch shoe at stock length engages the clutch bell more quickly than the shorter ones (we recommend using the stock clutch shoe length for most conditions). To adjust when your clutch engages, you can change the number of clutch shoes or alter their length. Changing your clutch shoes mainly depends on the track conditions.

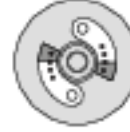
- In general, the better the traction, the longer the shoes (quicker clutch engagement, quicker acceleration).
- The slicker the track, the shorter the shoes (slower engagement), which prevents tire spin.

To decrease the clutch engagement, try cutting the PTFE shoes one hole shorter using a hobby knife. Do not trim away more clutch than necessary, or engine damage may occur.

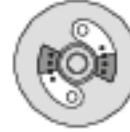
For best performance, try the Associated #7611 4 shoe clutch (requires two sets of #7601 clutch shoes, see image). This clutch will allow it to accelerate harder than a 2-shoe clutch and engages more smoothly. The four shoe clutch shoes need to be trimmed before using them. We recommend cutting the shoes between the second and third hole.



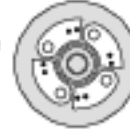
Standard, for quickest engagement (recommended for most conditions).



Middle.



Maximum out, for slowest engagement.



Four shoe clutch.