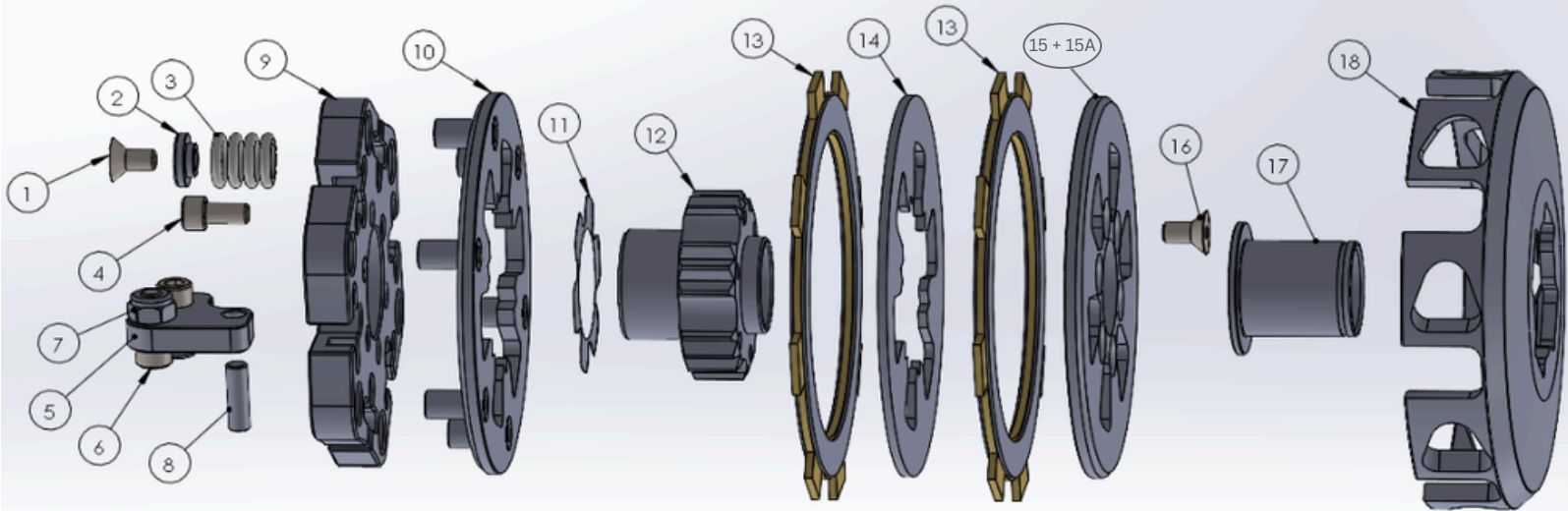


VELOCITY CLUTCH INSTRUCTIONS

**CONGRATULATIONS ON YOUR PURCHASE OF THE ALL NEW VELOCITY CLUTCH!
WE FEEL IT IS THE HIGHEST QUALITY CLUTCH ON THE MARKET AND HOPE YOU WILL FEEL THE SAME.**



VELOCITY 2 & 3 DISC CLUTCH COMPONENTS

ITEM	QTY	PART #	DESCRIPTION	ITEM	QTY	PART #	DESCRIPTION
#1	6	PC-1117Z	10-32 x 5/8 Flat Head Cap Screw, zinc plated	#10	1	PM-134030	Pressure Plate with spring posts
#2	6	PM-134090	Spring Retainer	#11	4	PM-134100	Shim (.005 thick) - remove as needed for proper air gap
#3	6	PC-6667	Compression Spring	#12	1	PM-134020	Drive Hub
#4	6	PC-1116Z	10-32 x 3/8 Socket Head Cap Screw, zinc plated	#13	2/3	PC-7005	Friction Disc (2 for 2 disc / 3 for 3 disc)
#5	6	PM-134080	Lever	#14	1/2	PM-134070	Floater Plate (.080 thick) (1 for 2 disc / 2 for 3 disc)
#6	12	PC-1112Z	Weight Bolt - 10-32 x 1/2 Socket Head Cap Screw, zinc plated	#15	1	PM-134060	Backing Plate for 2 disc
#7	12	PC-2102	Weight Nut - 10-32 Nyloc Nut, zinc	#15A	1	PM-134062	Backing Plate for 3 disc
#8	6	PC-6127	3/16 x 5/8 Stainless Steel Dowel Pin	#16	6	PC-1115Z	10-32 x 3/8 Stainless Steel Torx Plus Flat Head Cap Screw
#9	1	PM-134050	Lever Plate	#17	1	PM-134095	Driver Bushing (required only on 12-18 tooth drivers)
				#18	1	PM-134015	Drum for Precision 4 Prong Drivers

NOTE: WEIGHT BOLTS (#6) AND WEIGHT NUTS (#7) ARE NOT ALWAYS USED ON 3 DISC CLUTCHES

ADDITIONAL INSTRUCTIONS

TO MAINTAIN PEAK PERFORMANCE AND LONGEVITY FROM YOUR VELOCITY CLUTCH, PLEASE CAREFULLY READ THESE INSTRUCTIONS.

CLUTCH CLEANING & STORAGE:

THE VELOCITY CLUTCH SHOULD BE CLEANED WITH COMPRESSED AIR AND A DRY TOWEL OR DRY BRUSH ONLY. ABSOLUTELY NO LIQUIDS OF ANY KIND SHOULD BE USED FOR CLEANING THE ACTUAL CLUTCH BODY. THE CLUTCH BASKET CAN BE SPRAYED WITH BRAKE CLEANER AND WIPED CLEAN. TREAT YOUR CLUTCH IN THE SAME MANNER YOU WOULD TREAT YOUR ENGINE. STORE IN A DRY ENVIRONMENT, IN THE CARDBOARD BOX THAT WAS INCLUDED. WRAPPING THE CLUTCH IN A DRY TOWEL IS ALSO RECOMMENDED.

DRIVER GEAR CLEANING & MAINTENANCE:

PERFORMANCE PRECISION DRIVERS GEARS AND BEARINGS CAN BE CLEANED WITH BRAKE CLEANER AND WIPED CLEAN WITH A CLEAN, DRY TOWEL. REGREASE AFTER CLEAN AND DRIED. A SMALL AMOUNT OF NANOCERAMIC GREASE (PMC PART NUMBER PC-7200) IS RECOMMENDED FOR PRECISION 10 & 11 TOOTH DRIVERS (SEE CLUTCH DRIVER INSTRUCTIONS FOR PLACEMENT). DO NOT OVER GREASE! IF AFTER USE YOU ARE GETTING GREASE "SPRAYED" OUT INTO THE CLUTCH BASKET - THIS MEANS YOU ARE OVER GREASING.

AIR GAP BETWEEN FRICTION DISC:

IT IS IMPORTANT TO PERIODICALLY CHECK YOUR CLUTCHES AIR GAP BETWEEN THE ASSEMBLY OF FRICTION DISCS AND FLOATER PLATE. WHEN NEW, THE CLUTCH WILL HAVE ABOUT .035 TOTAL AIR GAP. ONCE THE CLUTCH IS USED AND SEATED IN, THE AIR GAP WILL INCREASE AS THE DISCS WEAR FROM NORMAL USE. PERIODICALLY CHECK THE AIR GAP WITH A FEELER GAUGE. THERE ARE FOUR .005 SHIMS THAT CAN BE REMOVED INDIVIDUALLY TO RESET THE AIR GAP IF NEEDED (SEE CLUTCH COMPONENTS DRAWING). ONCE THE AIR GAP REACHES .050, THE CLUTCH WILL NEED TO BE REBUILT.

MISC MAINTENANCE:

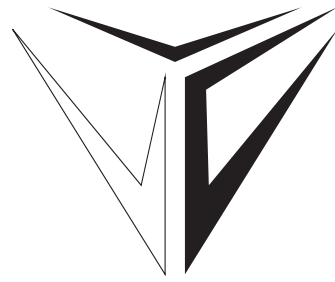
PERIODICALLY CHECK THE LEVERS AND MAKE SURE THEY ARE FREE OF DIRT AND DEBRIS. CHECK TO MAKE SURE THEY MOVE FREELY. IF USING THE GEAR DRIVER BUSHING, CHECK FOR ANY CRACKS. THE BUSHING SHOULD BE SMOOTH AND FREE OF BURRS OR BUILDUP.

CLUTCH BREAK IN:

BREAK IN OF THE PERFORMANCE VELOCITY CLUTCH WILL OCCUR NATURALLY OVER TIME. THIS WILL INCUR MORE DUST AND DEBRIS INSIDE THE CLUTCH THAN USUAL. MORE FREQUENT CLEANING WITH COMPRESSED AIR WILL BE REQUIRED DURING THIS PERIOD. AFTER BREAK IN, TRACK CONDITIONS OFTEN DICTATE FREQUENCY OF CLEANING NEEDED.



**DRIVERS BY
PERFORMANCE**

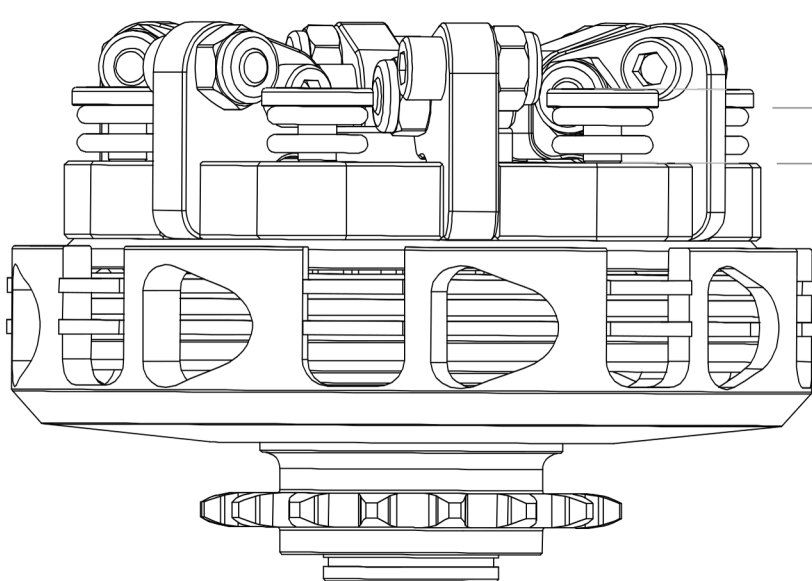


**VELOCITY
CLUTCHES**
**VELOCITY CLUTCH
INSTRUCTIONS**

VELOCITY CLUTCH ENGAGEMENT CHART FOR CLONE ENGINE

RESTRICTOR PLATE	WEIGHTS USED	SILVER SPRING TARGET RPM ENGAGEMENT	GOLD SPRING TARGET RPM ENGAGEMENT	SPRING HEIGHT
Red Plate	All	3600	3100	.280
Green Plate	All	3700	3200	.270
Purple Plate	All	3800	3300	.260
Blue Plate	All	3900	3400	.250
Unrestricted	All	4000	3500	.240

Note: The spring heights referenced above are starting setup numbers only, and will need to be adjusted for initial use and occasionally after the clutch "wears in". Spring height is measured from the top of the silver spring, to the top of the black lever plate. Generally, a 1/4 turn adjustment counterclockwise on all 6 springs, will make the clutch engage about 100 RPM lower, and conversley, a 1/4 turn adjustment clockwise makes the clutch engage about 100 RPM higher.



SPRING HEIGHT
(6 PLACES)
SEE CHART