

Engine/Carb/Pipe

Clutch shoes

When the engine revs increase, the clutch shoes, attached to the flywheel on the engine 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 truck. (The arrow in fig. 1 is pointing at the darkened area where the shoe made contact with the clutch bell.) The shorter the clutch shoes, the longer 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 short ones do. To adjust when your clutch engages, you can change the number of clutch shoes or alter their length.

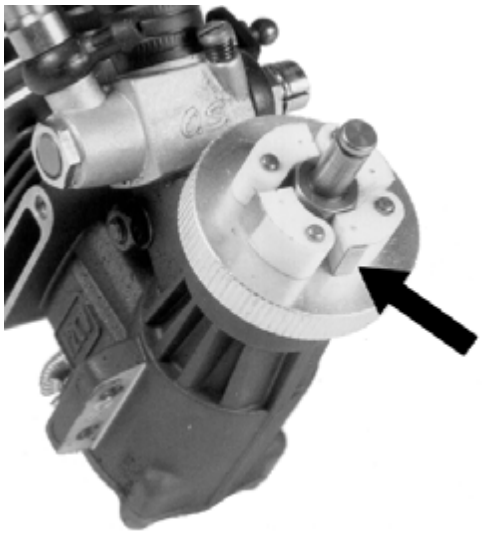

fig. 1 *You have several choices regarding clutch shoes.*

When do I change my clutch shoes?

Changing your shoes mainly depends on the track conditions. Keep several sizes of clutch shoes on hand if you encounter different track conditions.

- In general, **the better the traction,** the longer the shoes (quicker clutch engagement, quicker acceleration, fig. 2); **the slicker the track,** the shorter the shoes (slower engagement, fig. 4), which prevents tire spinning. To decrease the clutch engagement, try cutting the PTFE shoes one hole shorter. Do not make the shoes too short.
- 4-shoe clutch. For the best performance, try the Associated 4-Shoe Clutch #7611 (requires two sets of #7601 clutch shoes). This clutch will allow it to **accelerate harder** than a 2 shoe clutch and engages more smoothly.

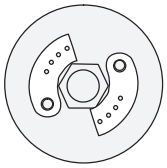

fig. 2 *Standard, for quickest engagement.*

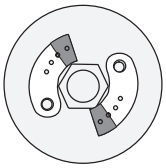

fig. 3 *Middle.*

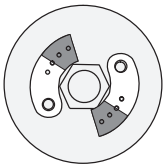

fig. 4 *Maximum cut, for slowest engagement.*

How do I change my clutch shoes?

Remove the clip of your clutch nut, remove the clutch bell, and slide off the clutch shoes. Add new ones and reassemble.

On setup sheet

You note how many clutch shoes you used and how you cut them, if cut at all.