



4-N-1 CLUTCH FOR RC-10GT #3012

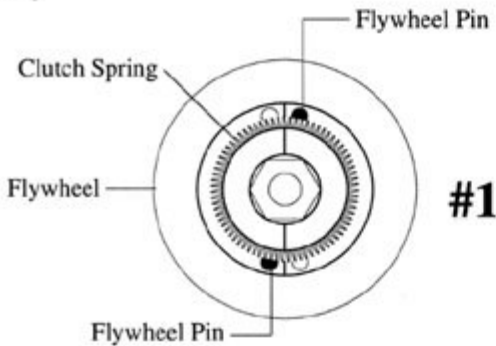
#325

The MIP 4-N-1 Clutch is a calculated system for transferring power from the engine to the tires without the need for a slipper. The MIP 4-N-1 clutch has been proven to work with all gear ratios in wet or dry off-road conditions. **Please read instructions completely before installation.**

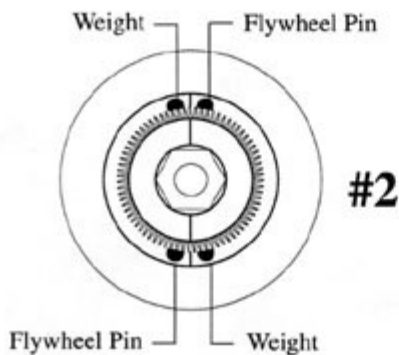
How to assemble the MIP 4-N-1 Clutch Spring:

Loop the open end of the spring into the closed end to connect spring. Twist spring so open end is towards the outside. The extension spring in this kit was computer designed to control the correct amount of force needed to set a smooth idle without clutch drag. We highly recommend not altering the spring or clutch shoes to insure maximum performance.

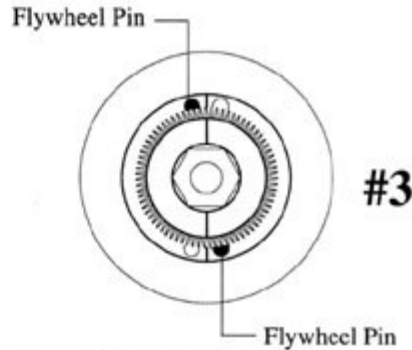
The standard set up shown below is the most common way to set up your clutch. Diagram (#1) shows how the MIP 4-N-1 Clutch should look installed. This set up works well on large tracks with loose wet dirt. The 4-N-1 Clutch will slip at lower RPMs and allow the engine to "rev-up" and build power before lock up.



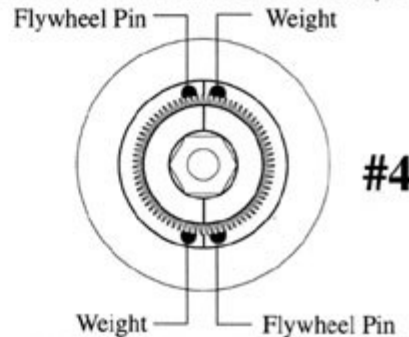
Shown below (#2) is the weighted standard set up for low and high RPM lock up. This set up performs well on smooth or rough tracks with medium to low traction, flowing curves, jumps, and continuous stop and goes. Using this set up offers more than just lock up features. 1. The clutch stays engaged during deceleration allowing the engine to help slow the truck down. 2. Saves fuel. 3. Shortens throttle response. 4. Drives at lower speed with less tire spin. 5. Shoe set up allows slip when subjected to over load from rough track conditions.



The reverse shoe set up shown below (#3) works well on smooth flowing small to medium size tracks with high to low traction. This set up allows the MIP 4-N-1 clutch to lock up at low RPMs with nearly no slip. Short quick ovals also fall into this category.



The weighted reverse shoe (#4) set up is suggested for smooth large high speed off-road and oval tracks where zero clutch slip is crucial.



How to modify flywheel for MIP 4-N-1 Clutch

1. Remove stock flywheel from engine.
2. Use a small hammer or press to push flywheel pins flush with flywheel backside. This will make the pins the correct length for the MIP 4-N-1 Clutch.

Race Tips

- Allow two tanks of fuel for MIP 4-N-1 Clutch to seat in.
- New or re-lubed clutch bearings may leak oil and cause extra slip. Use Brake Cleaner to clean clutch bell and keep free of oil.

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