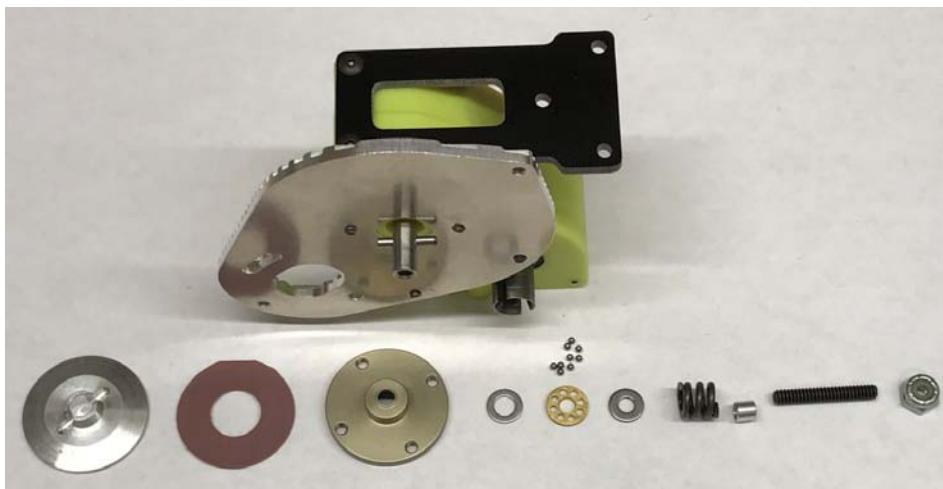


POWERCLUTCH FOR A&L LETHAL WEAPON & MIP TRANNIES



1. Install the 6/32 set screw into the topshaft with loctite. Hold the shaft with the pin in the hole of and tighten until it stops against the pin. Slide the inner slipper hub onto the shaft and onto the pin. Press the supplied bearing into outer slipper hub. Center the clutch disc onto the outer slipper hub and carefully slide the assembly onto the shaft.
2. Center the thrust washer (with the larger inside hole) onto the outer slipper hub. Lightly sand both sides of the brass ball retainer washer if needed to remove any flash or burrs it may have. Install the 1/16 balls into the retainer washer using a small amount of black grease.
3. Now install the ball assembly, outside thrust washer, spacer (used to keep the spring centered), spring and 6/32 nut. *Note: it may be necessary to hold the set screw with an allen wrench when loosening the adjustment nut until the loctite has had time to dry on the set screw in the shaft.*
4. Install spur gear onto the outer slipper hub using the four 4/40 x 3/16 screws. Cut or ream a hole in the gear cover for adjusting the slipper. Use the supplied plug to keep dirt out.
5. Adjust the slipper: To make sure the slipper is slipping and not the differential, hold the left tire and the spur gear with your left hand and arm, and try to spin the right tire. When it slips, the nut on the slipper should turn with the tire. If it does not, then your slipper is tighter than the diff. This will melt the diff. Tighten the diff until the nut spins with the tire. Now, slowly tighten the slipper until you have your desired slip. Verify the diff is still tight by checking one last time. Another way to test this with the gear cover installed is to put the car on the ground and block the tires. Give it a quick blip of the throttle and make sure the slipper nut stays in place. If it spins, your diff is slipping.

