

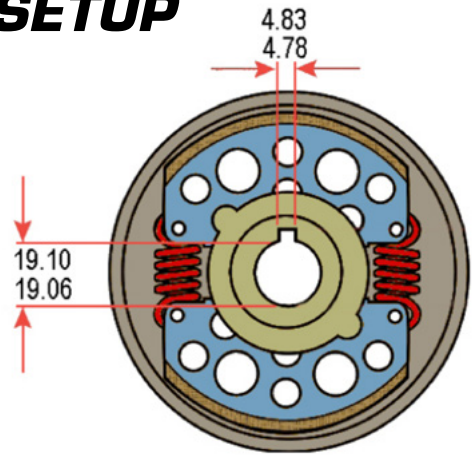
TX250 SUPERMAXX CLUTCH SETUP

CLUTCH PART NUMBER: TC-GEL19219

CLUTCH SETUP:

- SPROCKET ORIENTATION
- SHOE SETTINGS
- SPRING TENSION

FUNCTION: The engine crankshaft is connected to the input of the clutch via a keyed shaft, while the output sprocket is connected to the axle by chain. Centrifugal force is used to engage the clutch shoes, thereby transmitting power from the engine to the drive shaft.



RATIONAL: The clutch design allows for inboard or outboard mounting of the output sprocket, 3 different shoe engagement settings, as well as 2 different spring tensions. This allows the clutch to be “tuned” to suit your karts unique characteristics. With correct clutch setup and proper gearing, you will feel an even pull coming out of the corners and constant acceleration on the straights.

CLUTCH SPRING: The tension of the clutch spring and clutch shoe setting will determine the clutch engagement speed and how much clutch slip you will get.

- Engine Idle Speed - 2,000RPM
- Red Spring Engagement Speed - 2,200RPM
- White Spring Engagement Speed - 2,700RPM

SHOE SETTING OPTIONS:

- Rapid Setting** - Minor Clutch Slip
- Moderate Setting** - Medium Clutch Slip
- Slow Setting** - Large Clutch Slip

SPROCKET ORIENTATION: Having the output or drive sprocket mounted outboard is the preferred orientation for a single engine kart.

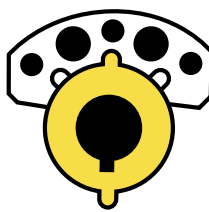
SHOE SETTINGS:

OUTBOARD ROTATION



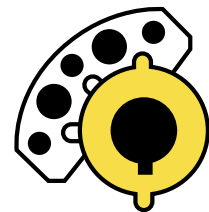
SETTING 1
RAPID ENGAGEMENT

OUTBOARD ROTATION



SETTING 2
MODERATE ENGAGEMENT

OUTBOARD ROTATION



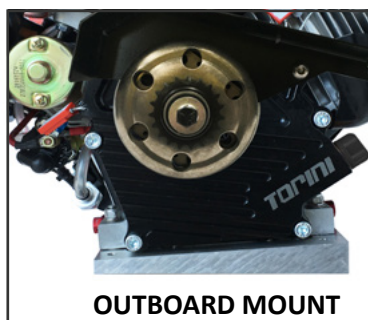
SETTING 3
SLOW ENGAGEMENT

TORINI'S RECOMMENDED SETUP:

SETTING 1

- OUTBOARD MOUNT
- RAPID ENGAGEMENT
- RED SPRINGS

Note - If the kart chatters or shakes, either try a moderate or slow shoe setting or white springs.



OUTBOARD MOUNT



RAPID ENGAGEMENT

Note - Clutch shown as viewed from the open end.