

72026	FT Lockout Slipper Clutch	1
72027	FT Octalock Slipper Pad, 19mm	3
72028	FT Lockout Slipper Clutch, Rebuild	1
72030	FT Lockout Slipper Clutch, O-Ring Set	1

Step 1: Slipper Spring

The lockout slipper spring functions exactly the same as a traditional slipper clutch. Use the slipper spring adjustment to adjust how the car launches off of the line.

Please note:

The lockout bands and weighting will control the amount of lockout once the car has left the starting line.

Step 2:

Lockout Bands – Material Stiffness / Lockout Delay

There are several lockout bands included for tuning aid. The lockout bands control the delay or when you want the lockout to start adding additional pressure to the slipper assembly.

A softer band will have the shortest delay [ie the lockout will engage sooner during the run] A harder band will have a longer delay [ie the lockout will engage later in the run]

Step 3:

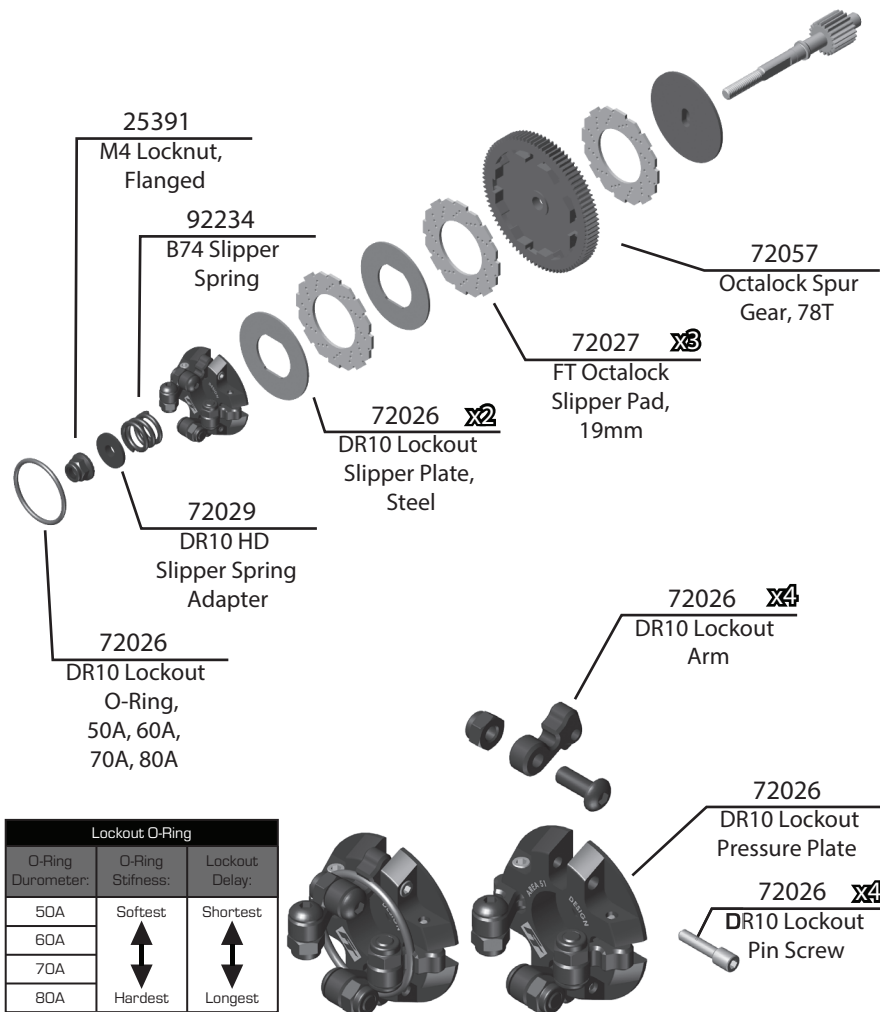
Lockout Arm – Weighting / Lockup

-The lockout arm weight dictates how much additional pressure / lockup will be applied to the slipper assembly.
-More weight will create more additional pressure / lockup on the slipper assembly.

-Less weight or no weight will create less additional pressure / lockup on the slipper assembly.

-The customer can use various M3 hardware, nuts, and shims to tune the best amount of slipper lockup.

Lockout combinations are unlimited depending on track conditions, amount of power, chassis setup, and throttle application.



Lockout: O-Ring		
O-Ring Durometer:	O-Ring Stiffness:	Lockout Delay:
50A	Softest	Shortest
60A	↕	↕
70A	↕	↕
80A	Hardest	Longest