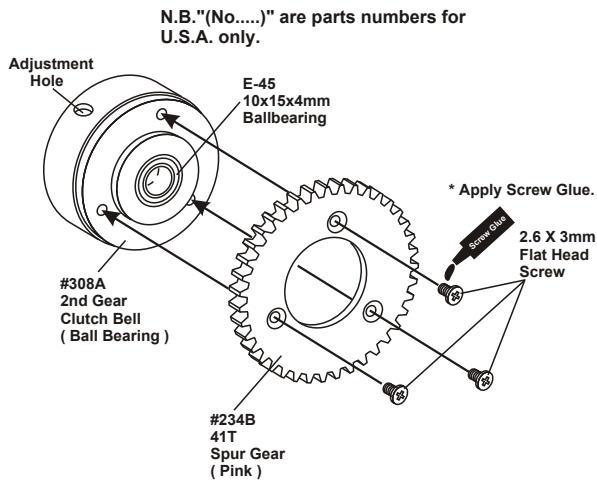


INSTRUCTIONS

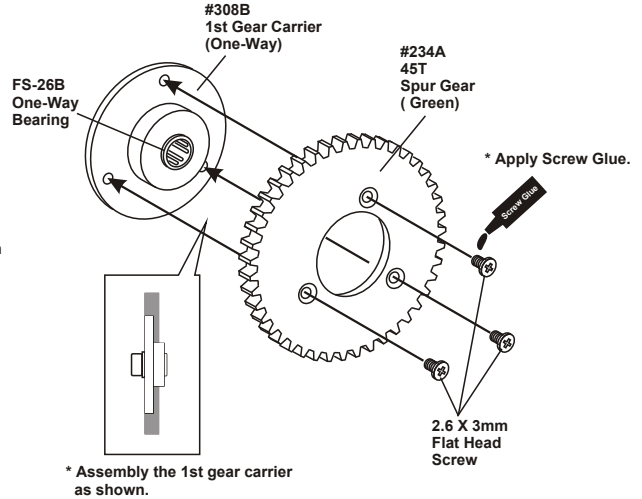
#308-HPI 1/10 SCALE 2-SPEED TRANSMISSION SET (Shoe Type)

* This professional two speed transmission is for HPI 1/10 Scale Gas Car Kits.

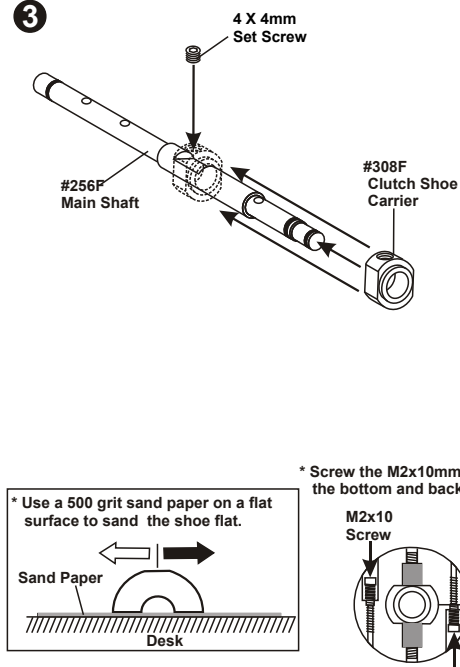
1 ASSEMBLY OF THE TWO SPEED GEAR (45T GREEN and 41T PINK)



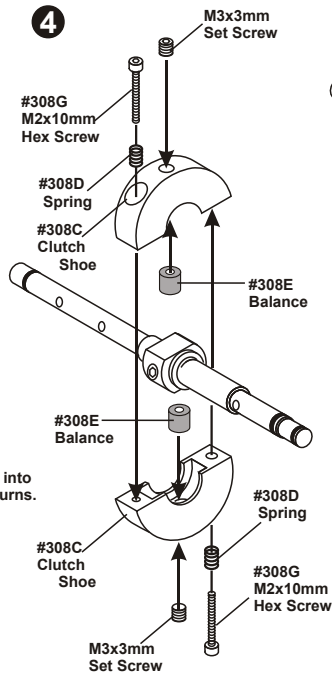
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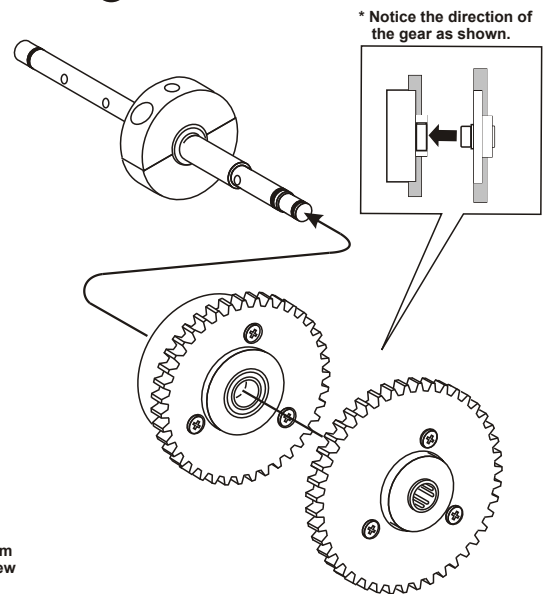
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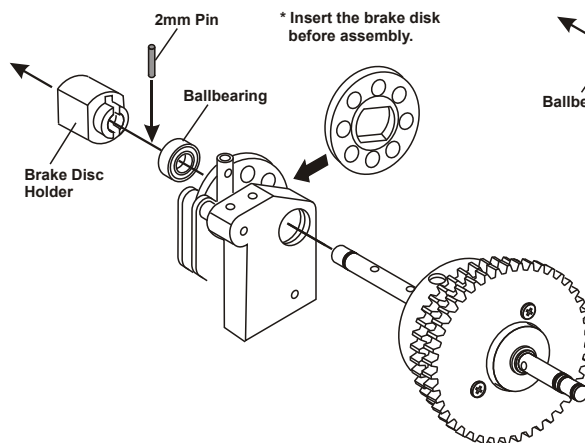
4



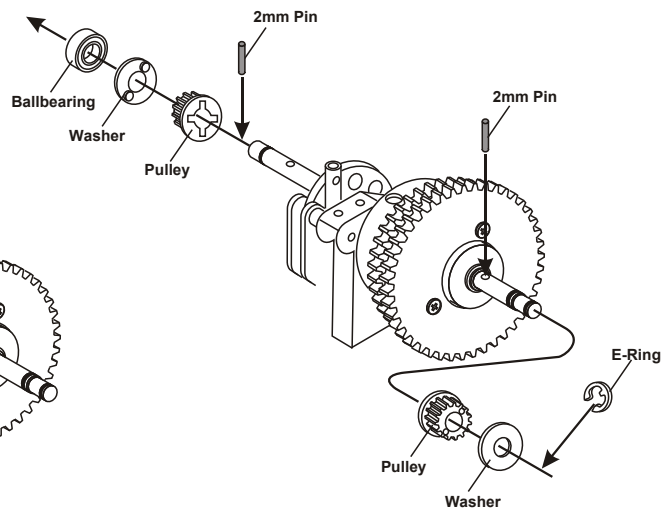
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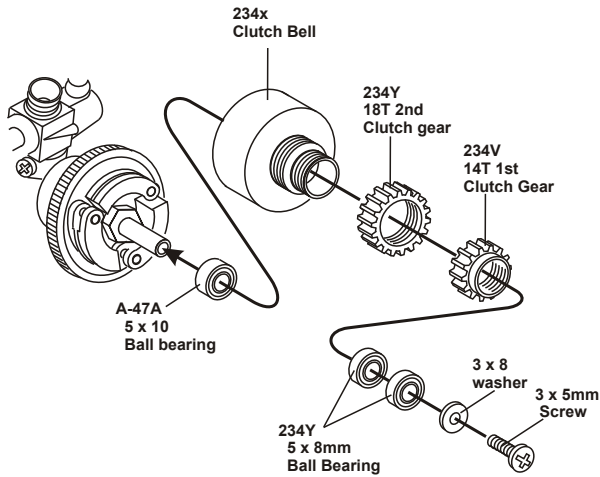
6 * Use the parts that come with your Kit.



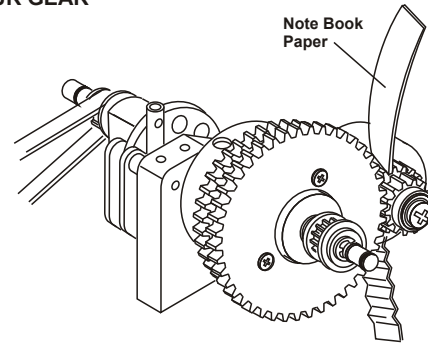
7



ASSEMBLY OF THE 2 SPEED CLUTCH GEAR



CHECK THE GEAR BACKLASH OF THE CLUTCH GEAR AND SPUR GEAR



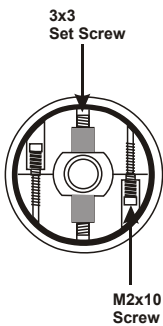
* Use note book paper to set gear backlash between spur and clutch bell gear. If the space is not correct the spur gear will be damaged.

* Loosen or tighten your engine mount screw to adjust the mesh of the spur gear and clutch bell.

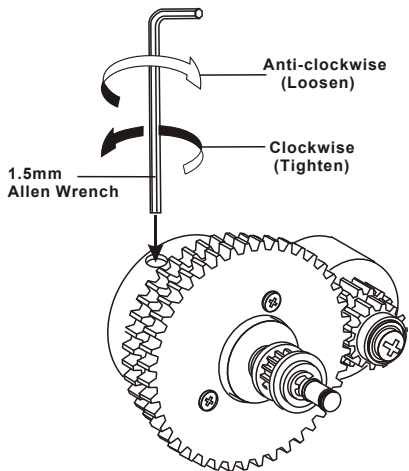
The #308 2-speed transmission has a smooth gear change and is less aggressive on the 2nd gear. We offer many different pinion and spur gear combinations which can be used for different tracks.

ADJUSTING THE SHIFT POINT

* Adjust the engine before adjusting the clutch shift timing. Adjust the engine as per engine instruction manual.



- * Use a 1.5mm allen wrench to set the clutch shoe.
- * Adjust the 3x3 set screw which is used to adjust the distance between the clutch shoe and clutch bell.
- * Adjust the M2 x 10mm screw will change the shift timing of the clutch shoe.



1. Once the engine adjustments have been completed, proceed to the adjustment of the clutch shoe shift timing. (Using a 1.5mm allen wrench to adjust the clutch shoe.)

Note:

Clockwise-----Shift timing will become slower.
Anticlockwise---Shift timing will become quicker.

2. Adjust the clutch shift timing for your track conditions. As you tighten (Clockwise) the 2x10mm screw, the shift timing will become slower. As you loosen (Anticlockwise) the 2x10mm screw, the shift timing will become quicker.

3. Set the shift timing to the track conditions while the car is running.

2 SPEED GEAR RATIO COMBINATIONS

IMPORTANT:

The sum of the spur gear and clutch gear for 1st gear must be equal to the sum of the spur gear and clutch gear for 2nd gear.

Example: 1st gear 45+13=58 > Must be equal
2nd gear 41+17=58

(STANDARD)

SPUR GEAR	CLUTCH GEAR (4 tooth difference)			
	13T/17T	14T/18T	15T/19T	16T/20T
45T/41T				
44T/40T				
43T/39T				
42T/38T				
41T/37T				

Short Track Torque ↑
Long Track Top Speed ↓

(OPTION)

SPUR GEAR	CLUTCH GEAR (3 tooth difference)			
	13T/16T	14T/17T	15T/18T	16T/19T
45T/42T				
44T/41T				
43T/40T				
42T/39T				
41T/38T				

Short Track Torque ↑
Long Track Top Speed ↓

2 SPEED OPTION PARTS

SPUR GEAR(1st):

N0.	USA Parts No.	Description
235C		45T Spur Gear
235G		44T Spur Gear
234A		43T Spur Gear
234O		42T Spur Gear
235D		41T Spur Gear

CLUTCH GEAR:

N0.	USA Parts No.	Description
234U		13T (1st)
234U		14T (1st)
234L		15T (1st)
234Q		16T(1st)
234T		17T(2nd)
234W		18T(2nd)
234M		19T(2nd)
234R		20T(2nd)

SPUR GEAR(2nd):

N0.	USA Parts No.	Description
2343		40T Spur Gear
234B		39T Spur Gear
234E		38T Spur Gear
235P		37T Spur Gear

2 SPEED PARTS

N0.	USA Parts No.	Description	N0.	USA Parts No.	Description
256F		Main Shaft	308F		Clutch Shoe Carrier
308A		2nd Gear Clutch Bell	308G		M2x10mm Hex Screw
308B		1st Gear Carrier			
308C		Clutch Shoe	FS-26B		One-Way Bearing
308D		Spring	E-45		10x15x4mm Ball bearing
308E		Balance			