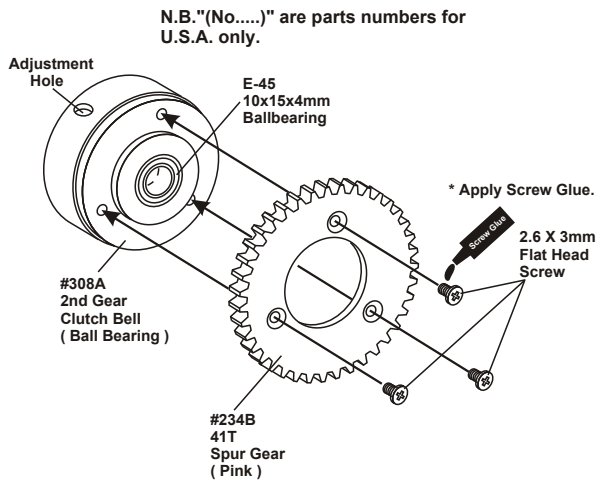


INSTRUCTIONS

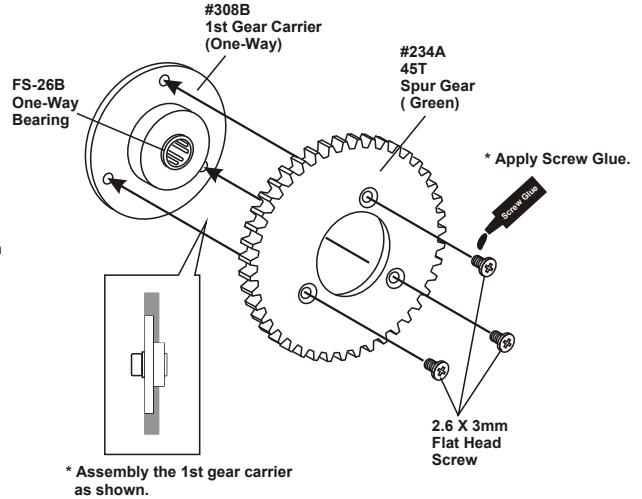
#308-HPI 1/10 SCALE 2-SPEED TRANSMISSION SET (Shoe Type)

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

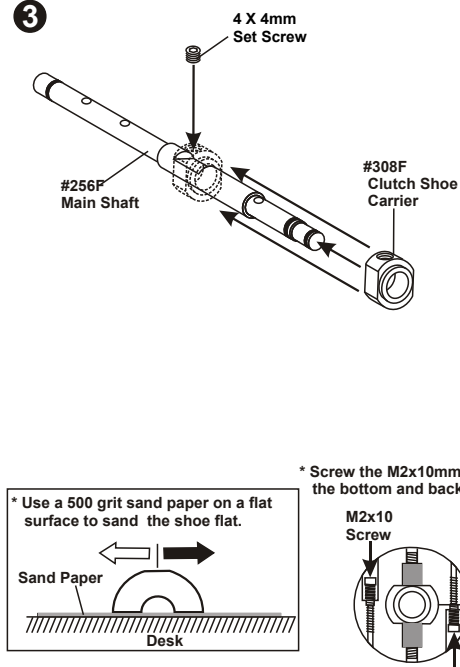
1 ASSEMBLY OF THE TWO SPEED GEAR (45T GREEN and 41T PINK)



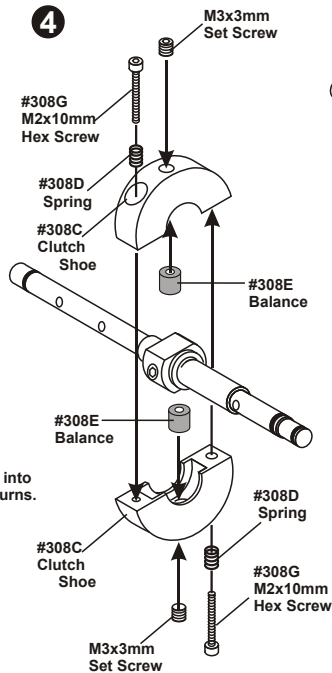
2



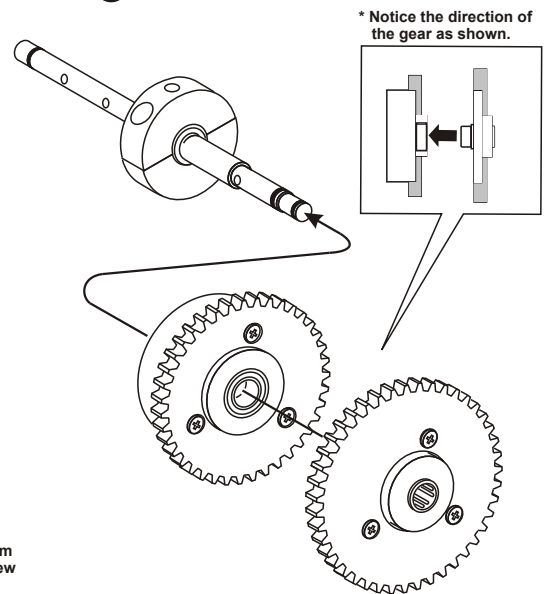
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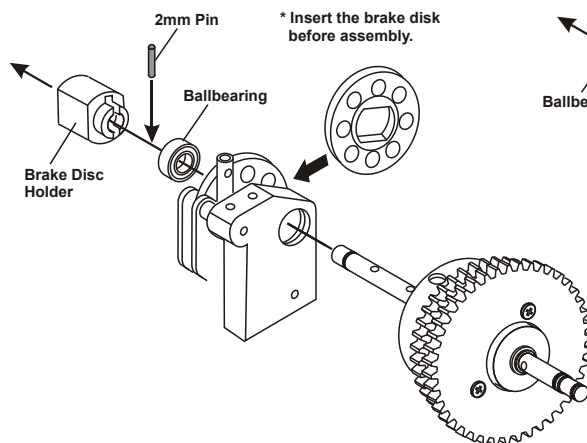
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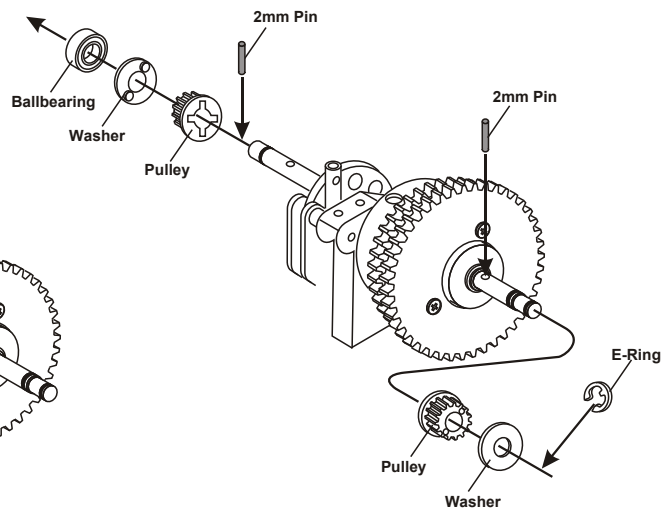
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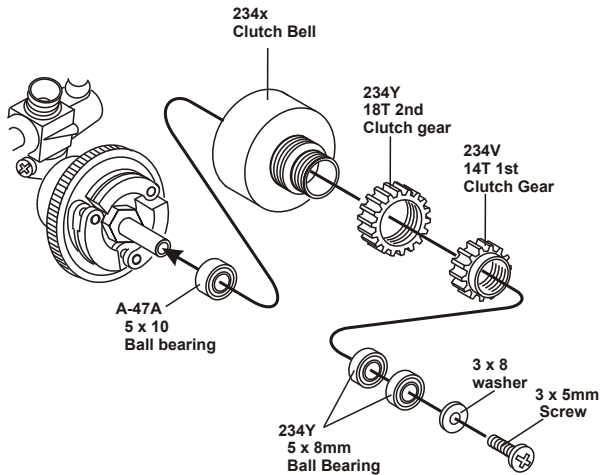
6 * Use the parts that come with your Kit.



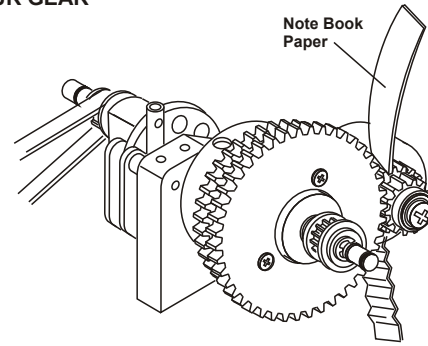
7



ASSEMBLY OF THE 2 SPEED CLUTCH GEAR



CHECK THE GEAR BACKLASH OF THE CLUTCH GEAR AND SPUR GEAR



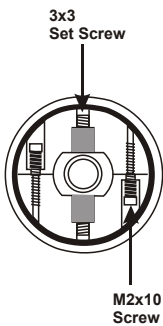
* Use note book paper to set gear backlash between spur and clutch bell gear. If the space is not correct the spur gear will be damaged.

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

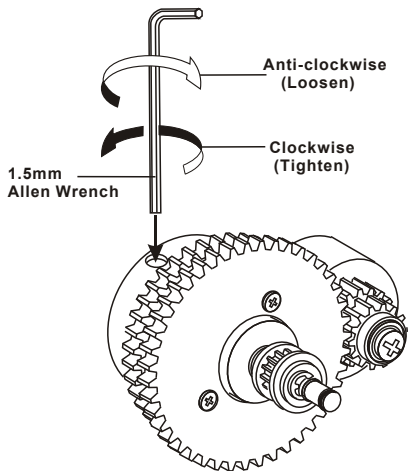
The #308 2-speed transmission has a smooth gear change and is less aggressive on the 2nd gear. We offer many different pinion and spur gear combinations which can be used for different tracks.

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 | | | |