

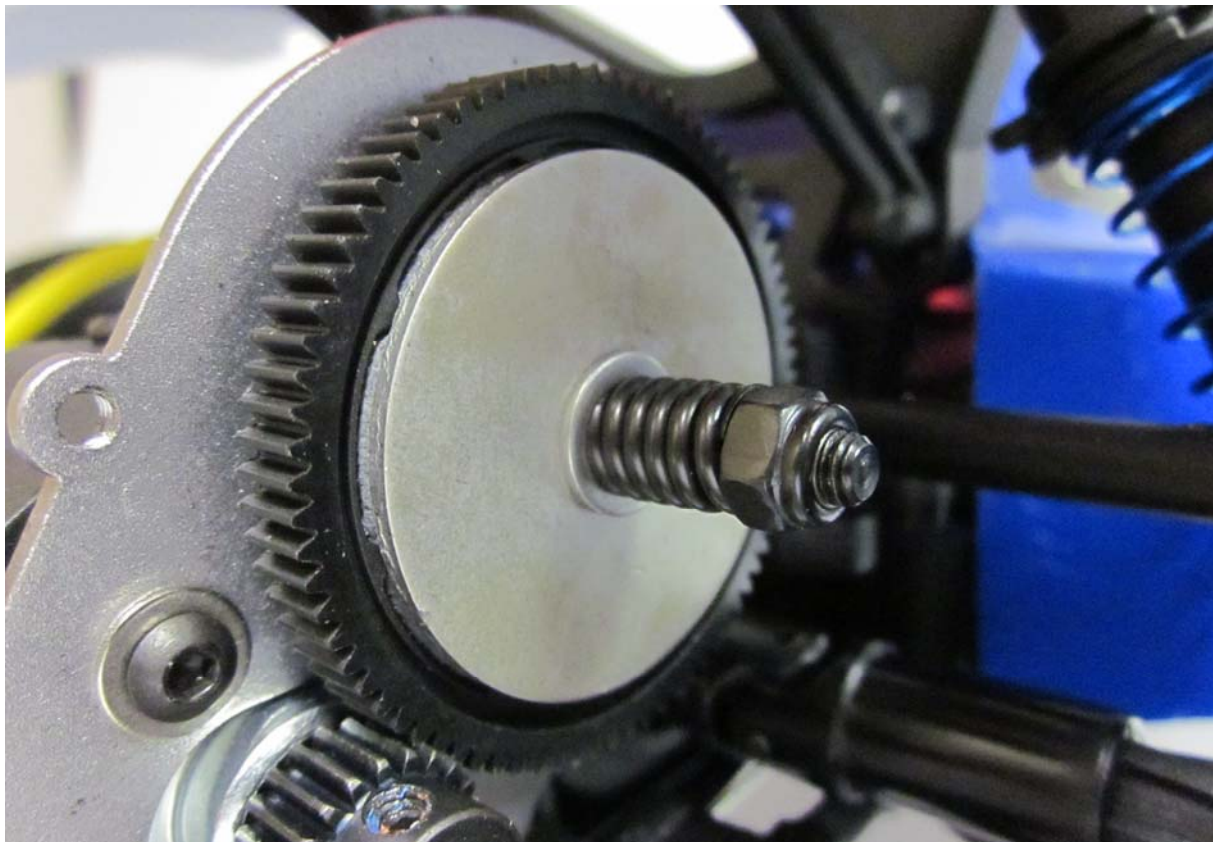
Setup and maintenance guide of the S10 Twister slipper

The slipper is a sliding clutch that should protect the drive train from being overloaded. The standard setup of the brushed RTR models is adjusted to the serial motor (you can see about two thread pitches).



If you build in a tuning motor (please mind the motor limit of the speed control), you should readjust the slipper. In case the clutch slips through without transmitting the power, you should readjust the slipper with the setting nut. You should also take the surface and the track conditions into consideration. For loose surfaces the slipper has to be set more open (nut less tightened) to get maximum traction. For tracks with many jumps, the slipper should also be set smoother. So, the gears are less affected when it comes to hard landings. On asphalt tracks, the slipper can be set significantly tighter to get the maximum acceleration. Please make sure the front axle keeps ground contact when accelerating, because you can't steer the car otherwise.

In this detailed tech tip, you'll get a "step by step" instruction with numerous pictures and explaining text.



Setup of the slipper

The Twister line offers you the possibility to setup the slipper without much effort. Loosen and turn one of the screws of the mounting flap.

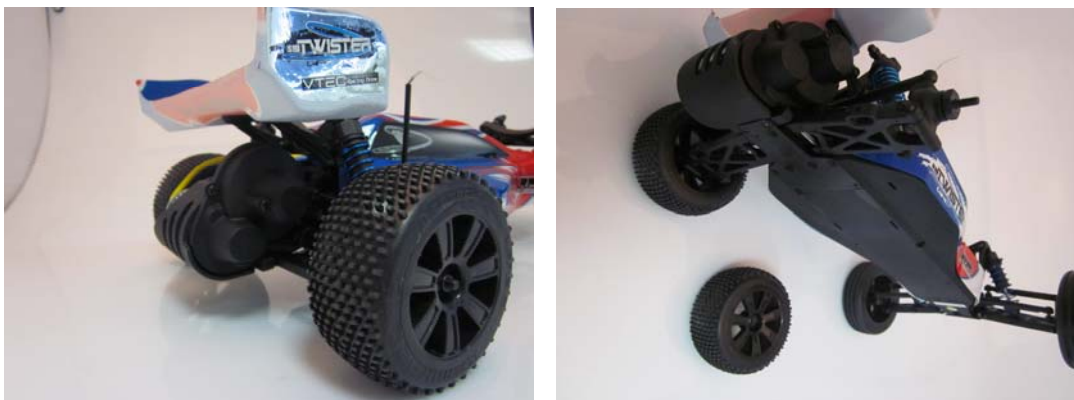


The slipper can be adjusted with a 7mm socket wrench (LRP #65721). Please close the mounting flap when you finished the setup.

Maintenance of the S10 Twister slipper

Every slipper shows signs of wear after a while. In case the slipper slips through without transmitting the power even though the nut is completely tightened, the slipper pads are worn and have to be replaced. The slipper pads are available as LRP spare part (Order No. 124015).

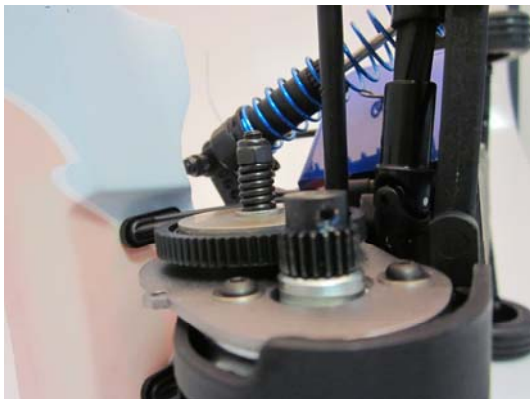
Remove the body shell of the Twister Truggy or Short Course. Lay the car on its left side. Remove the right rear wheel. Make sure the hex wheel adapter remains on the shaft to avoid the adapter pin getting lost.



Loose the two screws of the gear cover and remove the gear cover.



Slack the rebound spring by loosening the nut of the slipper.



Remove the spring from the shaft. Afterwards, remove also the washer, the metal disc and the main gear with slipper pad from the shaft.





As a next step, please remove the second slipper pad as well as the lower metal disc. Then, fit the new slipper pad onto the main gear. Please mind the notches to fix the slipper discs. Otherwise, the slipper won't work flawlessly.



Place the metal disc onto the main gear / slipper pad and assemble it onto the shaft in the order shown on the image. Please mind the flat portions of the slipper shaft. The metal disc has to be placed accordingly.



Place the second slipper pad onto the main gear and mind the flat portions. Mount the big slipper disc and subsequently the washer onto the shaft.



Now, fit the slipper spring and the nut onto the shaft. Stretch the spring with the self-locking nut. Setup the slipper as described above. Mount the gear cover as well as the wheel and the body shell. You're done!



TECH TIP



WWW.LRP.CC

