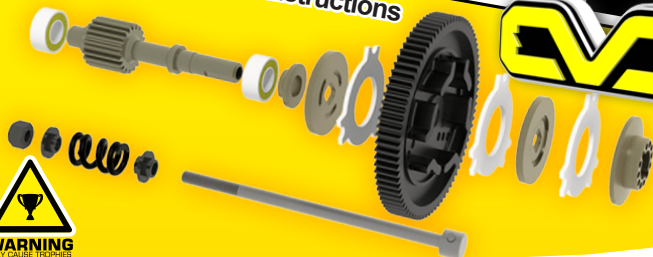




TRIAD

Triad Evo B6.1 Slipper Instructions



INSTALLATION STEPS:

- 1 Remove existing kit supplied slipper/spur gear assembly. Remove your pinion gear and make sure your car is OFF.
- 2 Install the hard anodized topshaft adapter as shown, large side facing outward.
- 3 Install 1 drive plate, with locating cutout facing toward the motor plate. This plate will fit over the topshaft adapter to keep the spur close to the motor plate. If you find you need to space the spur further out, flip this plate.
- 4 Select the spur gear size for your application.
- 5 Press 1 slipper pad into each side of the spur gear. Note that the spur gear sides are labeled 1 and 2, with side 2 designating the taller outer side which uses 2 drive plates. Install the spur gear with pads onto the topshaft with the tall side facing out.
- 6 **VERY IMPORTANT STEPS:** On side 2 of the spur gear, add 1 drive plate (as shown with cutout facing outward), install the last slipper pad, and lastly install the outer vented hub and make sure it keys onto the topshaft. If you don't key the outer vented hub the slipper will never tighten.
- 7 Insert the stock kit diff screw or our custom Titanium diff screw (AV1095) through the topshaft and use your kit parts and spring just as you did with the kit slipper.
- 8 Tighten the nut until all parts are clamped together. To get a close setting, try turning the spur gear with your fingers while holding the rear tires. Slowly tighten the nut, re-checking the amount of drag until it is difficult to turn by hand, but not locked. Re-install the pinion, set gear mesh, install your gear cover, and get your car ready to run. Then refer to "Setting and Maintenance" on the other side.



BURCH 2012 2008M
HARTSON 2013 1.5 480
HAGBERG 2014 2008M
TESSMANN 2014 1.8 0710040
RONNEFALK 2015 1.8 0710040
BALASTRI 2017 1.8 080040
MORGANTI 2017 WORLD CUP ST
HAGBERG 2018 1.52



Triad Evo Slipper Assembly Instructions

- Warning:** Don't over-heat the slipper clutch. Setting the clutch by fixing the rear wheels is extremely stressful and you should only do short bursts of throttle to check the setting. If you cannot get the setting after 3 checks, let your slipper clutch cool for 5 minutes and then re-check. AVID is not responsible for over-heating the clutch from excessive full-throttle and fixed wheel slipper action.
- Setting Procedure:** Pre-set the spring tension as recommended to get the slipper setting close. Get your car ready to run and remove the slipper adjustment plug (to give access to the adjustment nut). There are 2 recommended methods to set your clutch, the track test and the popular "wheelie" test .

First, the track test (recommended for 17.5, SC, and stock racers). This is the least stressful method since your tires can slip against the track surface if the clutch is too tight. In a secluded area of the track (or you can substitute astro-turf or a parking lot), stand near your car and do some punch-off starts. Adjust the tension so that you can hear the clutch slipping for only 1-2 feet on launch from a stand-still. Also, you should have good power for the jumps. If your clutch makes a high pitch slipping sound for more than 2 feet, tighten it to get the correct setting. Re-check your clutch after the first 2 runs.

Second, the wheelie test should be used for Mod Racers only. Hold both rear tires and slowly apply the throttle 1-2 seconds to confirm the clutch is slipping (not a full throttle burst). If you can hear the clutch slipping, then try a quick burst to full throttle. The goal is to set the clutch so that there is enough drag to lift the front tires about 2 inches (50mm) off of the table. Try tightening the nut if needed to increase the drag and re-check. Adjust to get the desired result, taking breaks to let the clutch cool after every 3 full throttle burst checks. With new pads, there will initially be a bit more drag until they are broken in... so re-check your clutch after the first 2 runs.

- Cleaning:** As the slipper pads break-in and wear, a small amount of white PTFE powder is normal as the pads wear. You can brush off any excess in-between re-builds.
- Typical Maintenance Schedule:**
Every week: Remove gear cover for visual inspection; brush off any white powder from the pads.

Every month: Manually spin gear when holding rear tires to confirm smooth operation. If clutch is tight or rough operating, remove all parts and replace worn components.

Every 1-2 months (or 8 track days): Remove nut and all components. Check pads for wear. Replace slipper pads if there is any discoloration, dirt contamination, or noticeable wear.

*Change spur gears as needed. With a good quality pinion gear, you can run a spur gear for months.

Part Number	Description	Qty
AV1020-4-MOD	Triad EVO Slipper Mod 81/84 B6.1	Kit
AV1020-4-STK	Triad EVO Slipper Stk 72/76 B6.1	Kit
AV1020-4-UK	Triad EVO Slipper Uk 78/81 B6.1	Kit
AV1020-4-YOK	Triad EVO Slipper 72/78 YZ-2	Kit
AV1020-1-4	Triad EVO Drive Plates YZ-2	3
AV1020-4-RBC	Triad Rebuild / Conversion B6.1	Pack
AV1081-TRD	Triad CPD Slipper Pads	3
AV1020-2-R	Triad Drive Pads Red	3
AV1061-4-BSC	Triad Direct Drive Basics B6.1	Pack
AV1061-4-KIT	Triad Direct Drive 69/72 B6.1	Kit
AV1095	B6.1 Slipper Screw Titanium	1

Part Number	Description	Qty
AV1020-66	Triad Slipper Gear, 66 T	1
AV1020-69	Triad Slipper Gear, 69 T	1
AV1020-72	Triad Slipper Gear, 72 T	1
AV1020-75	Triad Slipper Gear, 75 T	1
AV1020-76	Triad Slipper Gear, 76 T	1
AV1020-78	Triad Slipper Gear, 78 T	1
AV1020-81	Triad Slipper Gear, 81 T	1
AV1020-84	Triad Slipper Gear, 84 T	1
AV1020-87	Triad Slipper Gear, 87 T	1