

DRAGGIN SKIN CLUTCH



REDESIGN 2019

Based on our original design, the new Draggin Skin Clutch has 2 separate assemblies.

- Shoe Assembly that rotates with the engine. The Draggin Skin drive plate is now machined from a billet. The shoes are bonded with a modern friction lining material.
- Drum Assembly that rotates with the chain. The stamped drum is trimmed on the outside lip and trued on the inside to a tight tolerance to ensure even contact between the shoe surface and the drum.

INITIAL BREAK IN

DO NOT CHANGE THE SETUP UNTIL AFTER YOU HAVE PUT THIS CLUTCH ON YOUR KART. Drive the kart for 10 minutes, slowing down and speeding up, to radius the shoes to the drum. Avoid stop and go starts, do not try to see how hot you can get the shoes. DO NOT brake torque your engine. This clutch is assembled to engage consistently around 3,450rpm.

NOW YOU CAN MAKE YOUR SPRING AND/OR WEIGHT CHANGES.

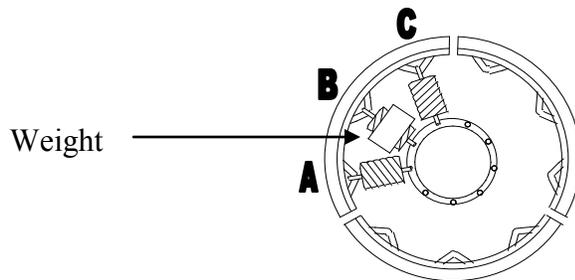
MAINTENANCE

PROPER ASSEMBLY, MAINTENANCE, AND BREAK-IN ARE CRITICAL TO ACHIEVING THE BEST PERFORMANCE FROM YOUR DRAGGIN SKIN. If not installed and assembled properly - a potential for injury exists.

Remove your Draggin Skin from the engine crankshaft. Use a small amount of brake cleaner on a rag to remove any glaze from the shoes. DO NOT APPLY CLEANER DIRECTLY ON SHOES. Wear patterns on the drum and shoes should be uniform. Use 80 grit sandpaper to scuff up the inside of the drum. Wipe out with a clean rag. Lubricate the bushing with a light finger coat of 30 weight oil after a weekend of racing. DO NOT EXCESSIVELY LUBRICATE THE BUSHING. Avoid any oils with anti-friction ingredients. Never clean the bushing with acetone, starting fluid or carburetor cleaners - these dissolve oil and prevent oil absorption in the bushing. Store unused sprockets/bushings in plastic. OIL YOUR CHAIN WITH THE ENGINE OFF AND AFTER YOU ARE DONE RACING FOR THE DAY. Through the holes in the drum, your clutch draws in air to keep the shoes cool. Any overspray from your chain will be absorbed into your clutch causing inconsistent engagement.

INSTALLATION

Your Draggin Skin can be inboard (1.000”) or outboard (.900”) mounted using the included keys. Optional springs and weights allow the racer to adjust the engagement speed for optimal performance based on the track’s current condition. Your Draggin Skin can be assembled with numerous spring/weight combinations. Location “B” can use a different spring from those in locations “A” or “C”. Location “B” will always touch the drum first, so the strongest combination is recommended there. All the shoes must have the same combination. Shoes are marked with paint on top and must be reassembled with paint visible. Reapply marking as needed. Placing the shoe incorrectly will create inconsistent engagement.



WEIGHT KITS

The weight kit gives harder/quicker lock up. The weight just slides over the spring (see above). The weight kit is available with either 7 or 10 gram weights - nine total weights and a snap ring. Use the snap ring to hold the spring ring down. We recommend the weights to be put on the “A” and “C” location. (Some drivers have found a single weight on “B” location works better for them.) Six 7 gram weights will bring down the engagement approximately 300 rpm. Six 10 gram weights will bring down the engagement approximately 500 rpm.

SPROCKETS

Available in #219 or #35 chain with an oil impregnated bushing(s) that revolves directly on the engine crankshaft. The Draggin Skin Universal Drum will fit all sprockets 13 tooth and above. Smaller tooth sprockets require their corresponding drum. The Draggin Skin Double D Drum with kit may be used with your existing Double D style sprockets.

ENGAGEMENTS

COLOR	WIRE DIAMETER	USING 9 SPRINGS (SANDSTONE SHOE)
BLACK	.054	2,300
RED	.056	2,500
BROWN	.058	2,850
GREEN	.060	3,000
BLUE	.062	3,275
PURPLE	.064	3,450
YELLOW	.068	3,800
WHITE	.072	4,300