Schumacher

VISCODRIVE

S779

WORLDWIDE PATENTS APPLIED FOR

Schumachers new fully adjustable viscous drive unit provides a fluid drive system between motor and the wheels.

A conventional slipper clutch, simply limits the maximum torque which can be applied to the cars wheels regardless of speed or revs.

With a viscous drive, the torque applied is proportional to the difference between motor speed and wheel speed. The viscous drive absorbs shocks and reduces wheelspin through all ranges of torque variation, from the high torque on the start line to small variations in torque which occur due to bumps or changes in the track surface.

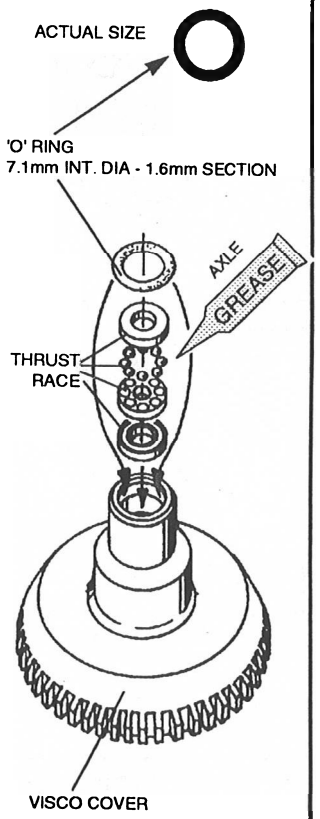
- Fully adjustable drive with a vernier measurement scale.
- Fluid volume compensation eliminates the need to change oil for most ranges of adjustment and temperature.
- Uses standard shock absorber oils.
- Lightweight alloy parts for minimum rotating mass and better acceleration.
- Precision manufactured hard anodised components for durability.
- Easily adjustable 'wet' slipper clutch facility.
- Consistent performance over wide ranges of adjustments and temperatures.
- Compact design with minimal layshaft overhang.

The Viscous drive reduces wheelspin, making the car easier and more predictable to drive through bumpy and slippery sections of track.

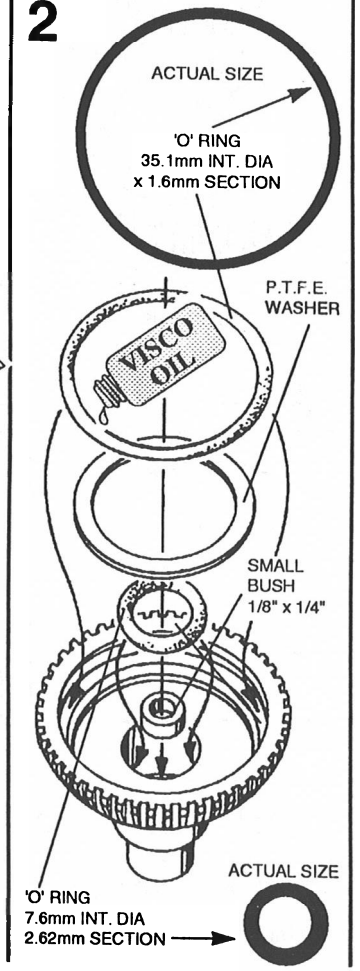
The viscous drive also allows electric motors to run closer to their optimum efficiency.

U1787P VISCOUS DRIVE UNIT - UNIVERSAL FIT (requires Layshaft)
U1788Q LAYSHAFT, VISCOUS DRIVE - CAT 2000
U1789R LAYSHAFT, VISCOUS DRIVE - LOSI XX
U1790S LAYSHAFT, VISCOUS DRIVE - RC10
U1791T LAYSHAFT, VISCOUS DRIVE - COUGAR 2000

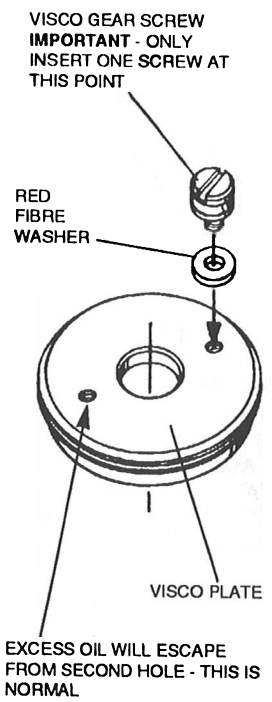
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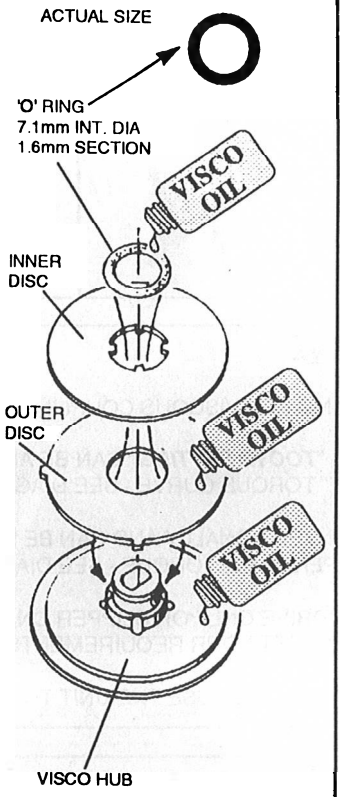
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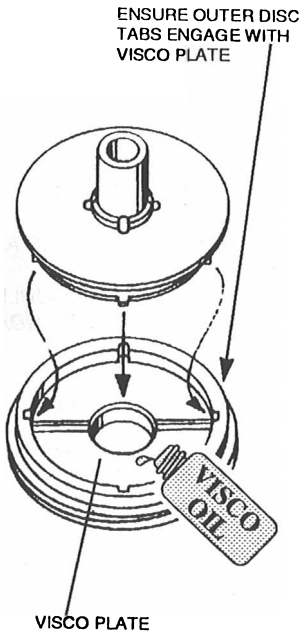
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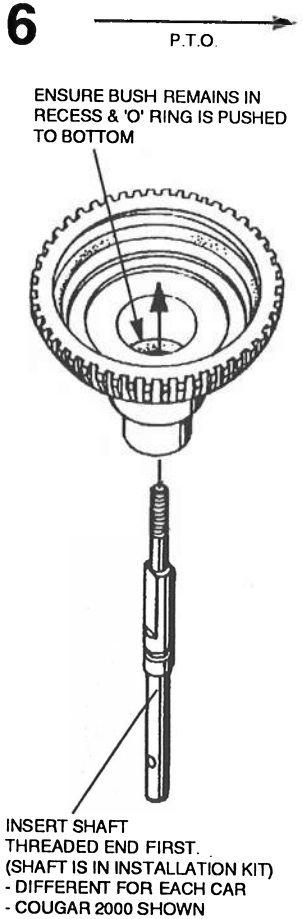
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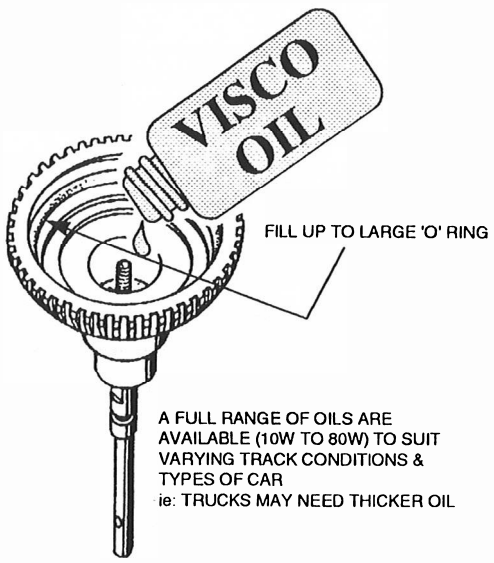


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7

FILL WITH OIL SUPPLIED - 40W

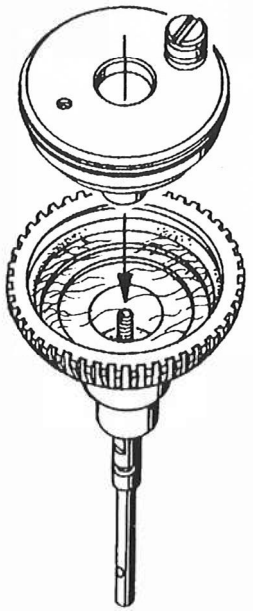


A FULL RANGE OF OILS ARE AVAILABLE (10W TO 80W) TO SUIT VARYING TRACK CONDITIONS & TYPES OF CAR
ie: TRUCKS MAY NEED THICKER OIL

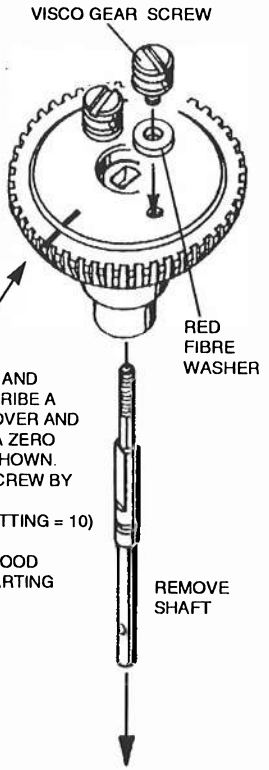
U1825B BALL BEARING SET - VISCODRIVE
U1826C SERVICE KIT - VISCODRIVE

8

CAREFULLY SCREW UNITS TOGETHER UNTIL THEY BOTTOM OUT (NOMINALLY FLUSH)



9

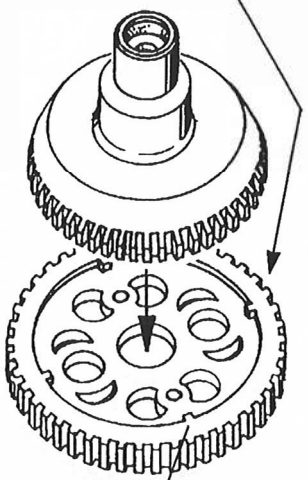


CLEAN UP ASSEMBLY AND NEATLY SCRIBE A LINE ON COVER AND PLATE AS A ZERO MARK AS SHOWN. THEN UNSCREW BY 10 TEETH (TOOTH SETTING = 10)

THIS IS A GOOD INITIAL STARTING POINT

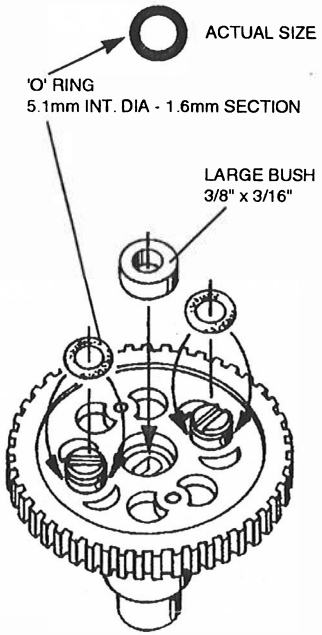
10

ENSURE VISCODRIVE ASSEMBLY LOCATES CORRECTLY WITH SPUR GEAR



SPUR GEAR (NOTE THE 4 PIPS ON THIS SIDE)

11



YOU NOW HAVE A COMPLETE VISCODRIVE UNIT WHICH NEEDS TO BE FITTED TO YOUR CAR

SEE SEPARATE SHEET FOR INSTALLATION INSTRUCTIONS

WHEN ORDERING REPLACEMENT SPUR GEARS ENSURE THEY ARE VISCODRIVE COMPATABLE

USING YOUR VISCODRIVE

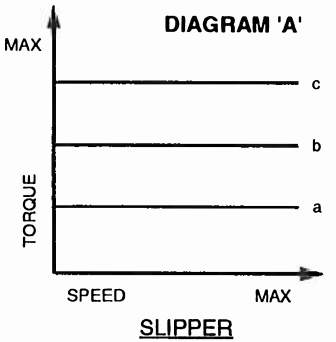
THE VISCODRIVE IS A COMBINED VISCOUS COUPLING & SLIPPER CLUTCH.

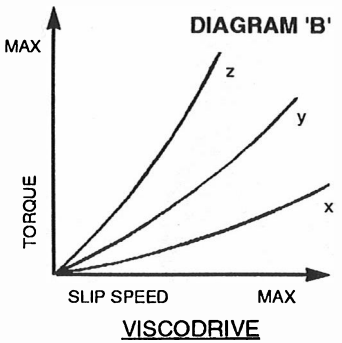
THE VISCOUS COUPLING ***"TOOTH SETTING"*** CAN BE ADJUSTED TO ALTER IT'S ***"SPEED DEPENDANT"*** TORQUE CURVE - SEE DIAGRAM 'B'

THE SLIPPER WORKS CONVENTIONALLY AND CAN BE FINELY ADJUSTED TO ALTER IT'S ***"SPEED INDEPENDANT"*** TORQUE - SEE DIAGRAM 'A'

YOU CAN USE THE VISCODRIVE ONLY OR SLIPPER ONLY OR ANY PROPORTION OF EACH TO SUIT YOUR REQUIREMENTS.

WARNING: EXCESSIVE SLIP WILL CAUSE THE UNIT TO GET HOT





a, b & c ARE ARBITRARY SLIPPER SETTINGS

x, y & z ARE ARBITRARY TOOTH SETTINGS

WARNING: MAXIMUM DRIVE - 3 TEETH OPEN FROM ZERO (TOOTH SETTING 3) , MINIMUM DRIVE - 20 TEETH OPEN FROM ZERO. (TOOTH SETTING 20)
- DO NOT RUN THE VISCODRIVE OUTSIDE OF THESE TOOTH SETTINGS -