



### **MPS Air – Hydraulic Clutch Installation Instructions**

The MPS Air – Hydraulic Clutch was designed to allow the rider to release the clutch lever by releasing a button. The MPS Air – Hydraulic Clutch is also the perfect interface for a delay box.

**Mounting** – Remove your old clutch lever/master cylinder assembly and replace with the MPS Air – Hydraulic Clutch. Bleed the clutch master cylinder as you normally would. Slide the Pro Pushbutton over the bars and secure with the set screw.

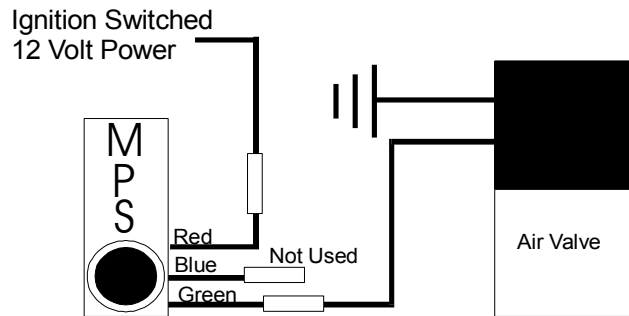
**Plumbing** – Locate the supply line from your air shifter tank. Cut the line square in a convenient spot with a razor blade or plastic tubing cutter. Install the tee fitting in the line. Push the line as far into the fitting as it will go. Pull out to lock the line in place. To remove the line from the fitting, push down on the retaining ring on the fitting and the line. While holding down the retaining ring pull the line out of the fitting. Next insert the provided ¼" poly line into the third outlet of the tee fitting. Route the supply air line to the air valve inlet port and insert the line into the fitting. Route the 2<sup>nd</sup> air line out of the air valve to the inlet fitting on the MPS Air – Hydraulic Clutch. You can easily check for leaks by airing up the tank and spraying Windex on all fittings and connections.

**Electrical** – The Air Clutch is fitted with a **Clutch Position Switch** for activating launch rev limiters etc. The clutch position switch is a single pole single throw normally open type switch. The wire colors for the clutch position switch are as follows: black – common, and black – normally open. When the clutch lever is out the black wires are not connected. When the clutch lever is pulled in the black wires are connected. You will need to follow your particular launch rpm control manufacturers instructions for wiring the clutch position switch. Generally, most two stage rev limiters will connect directly with the clutch position switch wires. The **Pro Pushbutton** is a momentary single pole double throw switch with the following wire colors: red – common, blue – normally closed, and green – normally open. The red common wire will go to an ignition switched 12 Volt power source. The green normally open wire will go to one of the black wires on the electric air valve. For delay box applications instead of one of the black wires on the electric air valve connect to the switch terminal on your delay box. The **Electric Air Valve** has two black wires. These can be interchanged. One should be wired to the green normally open wire from

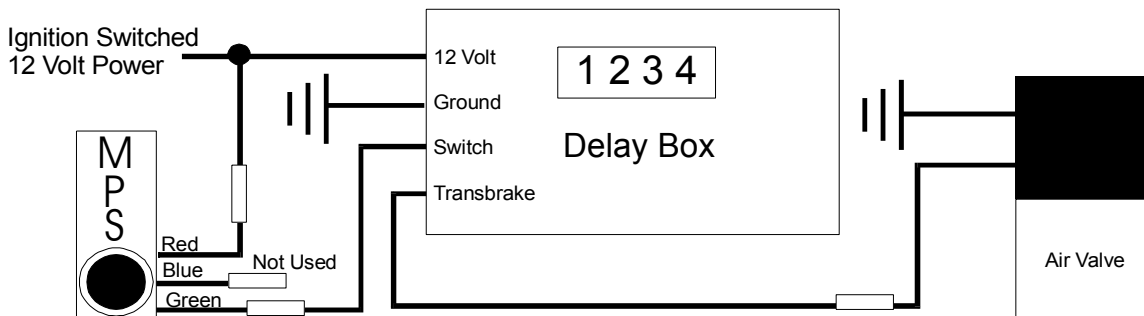
the Pro Pushbutton. For delay box applications instead of the green on the Pro Pushbutton connect to the transbrake terminal on your delay box. The other should be attached to a good ground.

**Testing the Air – Hydraulic Clutch** – Air up the air tank. With the engine off and the ignition switch on. Pull in the clutch lever until it stops. The MPS Air – Hydraulic Clutch is equipped with a lever stop to adjust the point the lever stops. To start with back this adjustment out to let the lever ball bottom on the handlebars. Depending on your clutch set up this stop adjustment can cut out unnecessary movement of the clutch lever after releasing the button. Push in and hold the Pro Pushbutton. This will charge the air cylinder and hold the clutch lever in. Now while holding the launch button in put your fingers around the handlebar. Now release the Pro Pushbutton. The clutch lever should release. Try it again in neutral with the engine idling. This will check for any possible RF interference. You will need to check your launch rpm control for proper operation as well. Safety Tip: Do not ever open the throttle unless you are staged and ready to go!

**Launch Button & Air Valve Wiring**



**Launch Button & Air Valve Wiring With Delay Box**



If you have any more questions we have a Frequently Asked Questions page at our web site as well as the telephone tech support. Thank you for your purchase of this MPS product. All products sold by MPS are for use at closed course competition events and not for use on public streets or highways.