

Shockwave

CLUTCHES BY JR RACE CAR

H-1 Arm

- **Application:**
All 8.90 engines with 2.837" or more stroke & High RPM low torque 7.90 engines (example: "Outlaw" style engines or engines by "Outlaw" builders).

- **Stall Speed:**
5200

- **Spring:**
Large Diameter Red (545-9513)

- **Shim count:**
In this order,
1 - .032" Steel shim
1 - .120" Aluminum Large diameter Spacer
1 - .032" Steel shim



- **History:**
The H-1 arm is the first arm released in the Shockwave OD line. It was developed in 2003 for use with the newly released Titan 7.90 racing engine.

In 2003 the new Titan Racing Engines quickly revealed shortcomings in the market standard clutches (clutches with the same shift ratios as the Comet 340). So shortly after the first race with the Titan the Shockwave OD was in development. In four days the H-1 arm was installed in the first Shockwave OD prototype. This first design was instantly accepted by crew chiefs across the country. It offered huge benefits against the most popular clutches on the market. It reduced ETs 0.2 of a second with the same RPM or it lower engine speeds approximately 1000 RPM without slowing down ET. All while offering dramatically reduced maintenance and repair costs compared to the market standard clutches.

- **Interesting Note:** With the release of the Shockwave OD we encountered a new phenomenon with our customers. People were intentionally not telling their fellow racers about how much they liked their Shockwave to keep from having to race against one. Many of them told us "it was their secret weapon!"

Characteristics of the H-1 arm

- **Fast Reaction Times:**
The H-1 arm is the fastest reacting clutch in our entire line. If the driver can't cut a light with this arm, there isn't a setup in the world that will speed them up.
- **Strong Application:**
This arm will apply harder than any arm in our lineup. You will see absolutely no slip at the belt. **(NOTE: Remember with a strong application it's absolutely necessary to have a good track surface.)**
- **Low Load:**
The H-1 will load the engine later than the popular C-4 arm. Giving low torque engines a chance to rev up before any load is applied. This is absolutely necessary for engines built with the personality of an "Outlaw 330" engine. **(NOTE: Because of this characteristic you may see faster ETs (approx. .02 in 60 ft) with the C-4 arm as long as the engine is strong enough to pull through the heavier load.)**
- **Long belt life:**
With a solid application you will tend to see longer belt life out of this setup.
- **More consistency:**
With a solid application you may see better consistency out of this setup **(as long as you have good traction!).**