



## IXIZSTRUCTIONS

### CONTACT

Email: [ixizconcept@gmail.com](mailto:ixizconcept@gmail.com)  
www: <http://www.ixizconcept.com>

Tel: 678.871.8861 Fax: 206.202.0847

### ixizScutch - Clutch Limiter

#### Features:



- Installs in less than 5 minutes with basic tools.
- **No drilling nor rivetting.**
- Hardware are all anodized Alum. and stainless steel.
- Secure custom CNC components will not shift / loosen during usage.
- Fully adjustable in 1mm increments
- Includes Starter interlock solution
- Fits both wagon and sedan

### PACKING LIST

Main bolt  
Lock nut(w/ lock washer)  
1mm spacers (3x) (stainless)  
6mm Hex Spacer (anod. Al)  
12mm Hex Spacer (anod. Al)  
bumper cap

ixizstart (I-CAP, smaller)



Hardware included are all stainless and anodized aluminum

### Tools Required

- 4mm Hex Key
- 1/2" wrench / Adjustable wrench
- Bolt fastener [Loctite] (optional)

### Install adjustable limiter

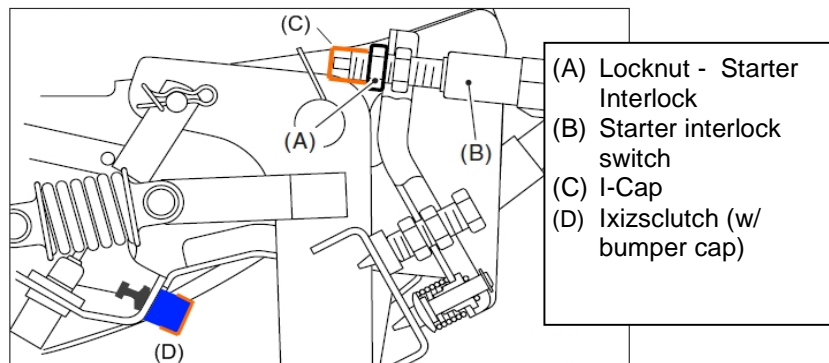
#### ixizslutch adjustment (initial setup) and installation

1. Approximate the distance of clutch engagement =  
[All vehicles engagement point are not the same]
  - a. Start vehicle and allow to idle.
  - b. Depress clutch all the way to the furthest point (contact with pad).
  - c. Place vehicle in gear
  - d. Slowly release pedal and approximate the distance moved till the car starts moving forward due to clutch engagement.
2. Adjust the locking nut exposing the threaded section of the bolt to be below the stack height by 1-2mm.  
(eq. Stack height = 12mm, exposed thread < 11mm )



3. Set aside the stack height to be assembled
  - a. Washer = 1mm
  - b. Thin spacer = 6mm
  - c. Thick spacer = 12mm
4. Insert the bolt with the adjusted locking nut onto the vehicle's mounting bracket through the backside (threaded section exposed – see pic)
5. Insert the stack height onto the threaded post. (Washer(s), thin and/or thick washer). The final stack has to be a threaded spacer to lock the stack in place.
6. An optional bumper cap is provided for a softer feel upon contact.

**The ixizslutch stop is now complete**



<p><b>Install Interlock Cap [I-CAP]</b></p>	<p style="text-align: center;"><b>Installation of the starter interlock cap</b></p> <ol style="list-style-type: none"> <li>1. Identify the interlock switch (B) depending on the stack height used the switch may not trigger when the pedal is depressed and the car will not start.</li> <li>2. An I-cap (C) is provided to trigger the switch – therefore no adjustment is required.</li> <li>3. If the stack height is too tall the I-cap may not be sufficient then the interlock switch needs to move closer towards the floor.             <ol style="list-style-type: none"> <li>a. Loosen the hex nut (front, near the tip) with a 14mm open wrench</li> <li>b. Turn the rear hex nut CCW a small amount to allow the switch to move forward.</li> <li>c. Retighten the front hex nut and verify if the car starter interlock switch is triggered to enable the car to start.</li> </ol> </li> </ol> <p style="text-align: center;"><b>BONUS : If using the interlock cap (I-CAP) to enable the vehicle to start – By removing this cap the vehicle will not be able to start.</b></p> <p style="text-align: center;"><b>The ixizslutch system is now installed</b></p>
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**IXIZCLUTCH TESTING AND ADJUSTMENTS**

<p>First time usage</p>	<ol style="list-style-type: none"> <li>1. Make sure all tools are removed from the installation area</li> <li>2. Check all components are mounted securely.</li> <li>3. Verify that the ixizstart (i-cap) allows the interlock to engage and start the car. Otherwise adjustments to the interlock is required.</li> <li>4. Test the clutch to confirm that it will engage when depressed in order to enter into gear (provide 8-10 mm additional travel past engagement point).</li> <li>5. Test the vehicle in a safe area to confirm the installed equipment is adjusted appropriately.</li> </ol> <p style="text-align: center;"><b>YOUR IXIZSLUTCH IS NOW READY</b></p>
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