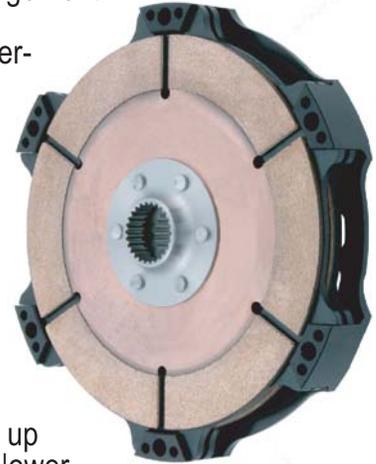


# 7.25" Power-V Racing Clutch

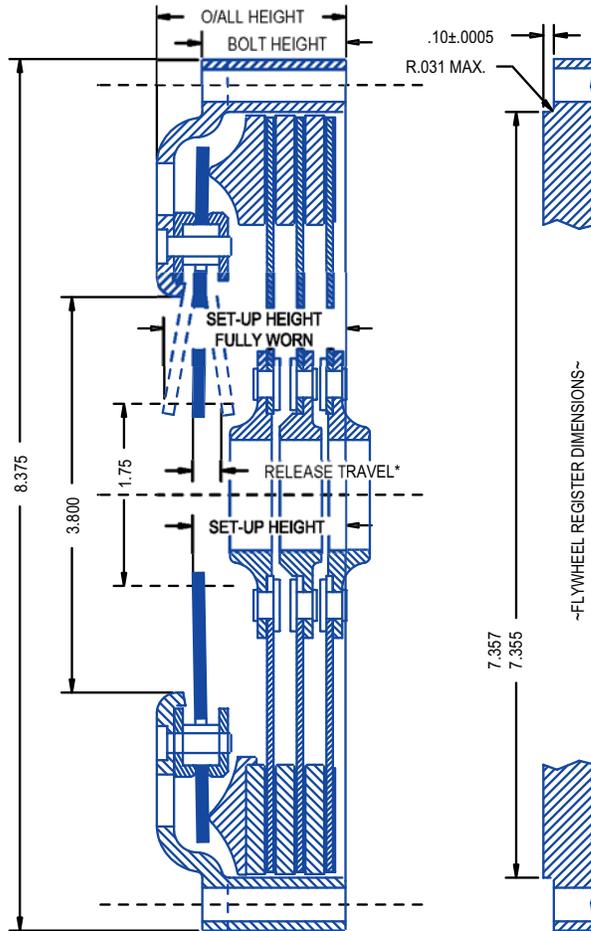
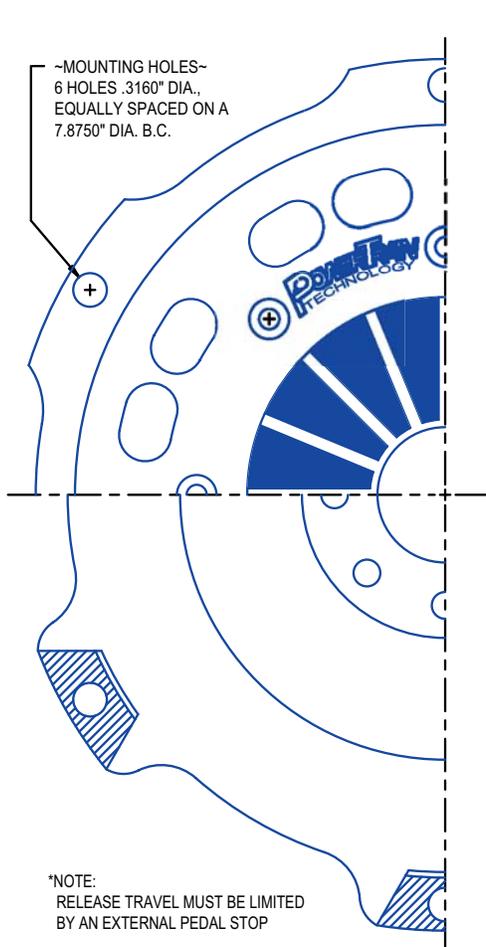


PTT's 7.25" Power-V racing clutches are the most economical way to get into a true racing clutch. They have all the same race winning qualities and reliability of PTT's 5.5" and 4.5" clutches. PTT's clutches feature proprietary, micro finished, friction material. They do not require bedding-in, they have longer life as a result, and have a smooth easy-driving engagement.

All of PTT's clutches feature the Power-V drive system. PTT President Steve Fox invented this drive system for modern racing clutches back in 1997. The benefits of this type of drive are many. The angled Power-V drive legs make the floater plates self centering. They even out the drive forces in the clutch, and provides inherent dynamic balance. The resulting increased surface area of the Power-V lowers stress in the clutch as well, allowing longer life of component parts.



A PTT 7.25" clutch has a much lower MOI than a stock style clutch and up to 20% lower than other manufacturers' equivalent racing clutches. This lower MOI allows faster acceleration, decreased brake wear on deceleration, quicker shifting, and reduced syncro, or dog ring wear, in your transmission.



NUMBER OF DISCS	SET-UP HEIGHTS		RELEASE TRAVEL*		MEASURED HEIGHTS		DISC THICKNESS	
	NEW	FULLY WORN	TRAVEL*	O/ALL	BOLT HEIGHT	NEW	FULLY WORN	
1	0.89"	1.13"	0.30"	1.24"	0.80"	0.105"	0.075"	
2	1.17"	1.41"	0.30"	1.53"	1.09"	0.105"	0.090"	
3	1.46"	1.70"	0.30"	1.81"	1.37"	0.105"	0.085"	
4	1.74"	1.985"	0.30"	2.09"	1.66"	0.105"	0.097"	

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# 7.25" Power-V Racing Clutches



7.25" 3 Disc Clutch

xx = Spline Size (see chart page 28)

Metallic .105" Thick	CH116A1Axx	1D Clutch
	CH116A3Axx	1D w/ Alum. P. Plate & LtWt Floaters
	CH216A1Axx	2D Clutch
	CH216A3Axx	2D w/ Alum. P. Plate & LtWt Floaters
	CH316A1Axx	3D Clutch
	CH316A3Axx	3D w/ Alum. P. Plate & LtWt Floaters
Hi-Torq	CH148A7Axx	1D Clutch w/ Hi-Torque Iron Lining .125" thick & Hi-Torque .515" P. Plate
Metallic .200"	CJ126A1Axx	1D Clutch
	CJ226A1Axx	2D Clutch
	CJ326A1Axx	3D Clutch
Met. .250"	CJ136A1Axx	1D Clutch
	CJ236A1Axx	2D Clutch
Organic .200"	CJ176A1Axx	1D Clutch
	CJ276A1Axx	2D Clutch
	CJ376A1Axx	3D Clutch
Org. .250"	CJ186A1Axx	1D Clutch
	CJ286A1Axx	2D Clutch



Aluminum Pressure Plate with Lightweight Floater Plate

## 7.25" Clutch & Btn. Flywheel Assembly

(EM = Early Model '85 & Earlier, LM = Late Model '86 to '97)  
Includes clutch bolt kit



### 1 DISC CLUTCH HI-TORQUE ASSEMBLY

Chevy SB V8 EM	K81128	1-1/8" x 10 spline
	K81129	1-5/32" x 26 spline
Chevy SB V8 LM	K81828	1-1/8" x 10 spline
	K81829	1-5/32" x 26 spline
Chevy SB V8 LM Ext.Bal.	K81928	1-1/8" x 10 spline
	K81929	1-5/32" x 26 spline
Chevy LS1 V-8	K81028	1-1/8" x 10 spline
	K81029	1-5/32" x 26 spline

### 2 DISC CLUTCH ASSEMBLY

Chevy SB V-8 EM	KH2128	10T	1-1/8" x 10 spline
	K72128		Alum. P.Plate w/ LtWt Floaters
	K72129	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V-8 LM	KH2828	10T	1-1/8" x 10 spline
	K72828		Alum. P.Plate w/ LtWt Floaters
	K72829	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V8 LM Ext. Bal.	KH2928	10T	1-1/8" x 10 spline
	K72928		Alum. P.Plate w/ LtWt Floaters
	K72929	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy LS1 V-8	KH2028	10T	1-1/8" x 10 spline
	K72028		Alum. P.Plate w/ LtWt Floaters
	K72029	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters

### 3 DISC CLUTCH ASSEMBLY

Chevy SB V-8 EM	KH3128	10T	1-1/8" x 10 spline
	K73128		Alum. P.Plate w/ LtWt Floaters
	K73129	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V-8 LM	KH3828	10T	1-1/8" x 10 spline
	K73828		Alum. P.Plate w/ LtWt Floaters
	K73829	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V8 LM Ext. Bal.	KH3928	10T	1-1/8" x 10 spline
	K73929		Alum. P.Plate w/ LtWt Floaters
	K73929	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy LS1 V-8	KH3028	10T	1-1/8" x 10 spline
	K73028		Alum. P.Plate w/ LtWt Floaters
	K73029	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters

## 7.25" Clutch, Btn. Fly, & Low M.O.I. Flexplate Assy.

(EM = Early Model '85 & Earlier, LM = Late Model '86 to '97)  
Includes clutch bolt kit



### 1 DISC HI-TORQUE CLUTCH ASSEMBLY

Chevy SB V8 EM	K81148	1-1/8" x 10 spline
	K81149	1-5/32" x 26 spline
Chevy SB V8 LM	K81848	1-1/8" x 10 spline
	K81849	1-5/32" x 26 spline
Chevy SB V8 LM Ext.Bal.	K81948	1-1/8" x 10 spline
	K81949	1-5/32" x 26 spline
Chevy LS1 V-8	K81048	1-1/8" x 10 spline
	K81049	1-5/32" x 26 spline

### 2 DISC CLUTCH ASSEMBLY

Chevy SB V-8 EM	KH2148	10T	1-1/8" x 10 spline
	K72148		Alum. P.Plate w/ LtWt Floaters
	K72149	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V-8 LM	KH2848	10T	1-1/8" x 10 spline
	K72848		Alum. P.Plate w/ LtWt Floaters
	K72849	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V8 LM Ext. Bal.	KH2948	10T	1-1/8" x 10 spline
	K72948		Alum. P.Plate w/ LtWt Floaters
	K72949	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy LS1 V-8	KH2048	10T	1-1/8" x 10 spline
	K72048		Alum. P.Plate w/ LtWt Floaters
	K72049	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters

### 3 DISC CLUTCH ASSEMBLY

Chevy SB V-8 EM	KH3148	10T	1-1/8" x 10 spline
	K73148		Alum. P.Plate w/ LtWt Floaters
	K73149	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V-8 LM	KH3848	10T	1-1/8" x 10 spline
	K73848		Alum. P.Plate w/ LtWt Floaters
	K73849	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy SB V8 LM Ext. Bal.	KH3948	10T	1-1/8" x 10 spline
	K73948		Alum. P.Plate w/ LtWt Floaters
	K73949	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters
Chevy LS1 V-8	KH3048	10T	1-1/8" x 10 spline
	K73048		Alum. P.Plate w/ LtWt Floaters
	K73049	26T	1-5/32" x 26 spline
			Alum. P.Plate w/ LtWt Floaters

# 7.25" Clutch Reverse Starter Mount Bellhousing Kits

Kit includes: Clutch, LtWt Button Flywheel, Reverse Starter Mount Bellhousing (aluminum or magnesium), Reverse Mount Starter, Hydraulic Release Bearing with External Bleeder line (Hydro-MAX or Tri-MAX), Reverse Mount Ring Gear, Clutch Bolts & Flywheel Bolts.

NOTE: Advise your dealer if you are running a 1/4" motor plate.



Reverse Mount Starter  
Chevy Reverse Starter Mount Bellhousing

Hydro-MAX  
or  
Tri-MAX

Reverse Mount Ring Gear

7.25" Clutch

7.25" Btn. Flywheel

Flywheel Bolts

Clutch Bolts

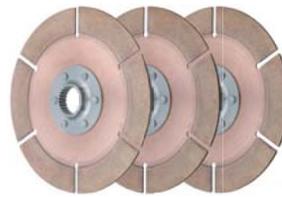
	ALUMINUM BH		MAGNESIUM BH		Spine	Hydraulic Release Bearing
	2 Disc	3 Disc	2 Disc	3 Disc		
Chevy SB V-8 EM	BH2118	BH3118	BH2158	BH3158	10T	Hydro-MAX drop-in HRB, 10 spline
	B72118	B73118	B72158	B73158		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2128	BH3128	BH2168	BH3168		Tri-MAX bolt-in HRB, 10 spline
	B72128	B73128	B72168	B73168		Alum. P.Plate w/ LtWt Floaters, Tri-MAX
	BH2119	BH3119	BH2159	BH3159	26T	Hydro-MAX drop-in HRB, 26 spline
	B72119	B73119	B72159	B73159		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2129	BH3129	BH2169	BH3169		Tri-MAX bolt-in HRB, 26 spline
	B72129	B73129	B72169	B73169	Alum. P.Plate w/ LtWt Floaters, Tri-MAX	
Chevy SB V-8 LM	BH2818	BH3818	BH2858	BH3858	10T	Hydro-MAX drop-in HRB, 10 spline
	B72818	B73818	B72858	B73858		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2828	BH3828	BH2868	BH3868		Tri-MAX bolt-in HRB, 10 spline
	B72828	B73828	B72868	B73868		Alum. P.Plate w/ LtWt Floaters, Tri-MAX
	BH2819	BH3819	BH2859	BH3859	26T	Hydro-MAX drop-in HRB, 26 spline
	B72819	B73819	B72859	B73859		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2829	BH3829	BH2869	BH3869		Tri-MAX bolt-in HRB, 26 spline
	B72829	B73829	B72869	B73869	Alum. P.Plate w/ LtWt Floaters, Tri-MAX	
Chevy SB V-8 LM Ext. Bal.	BH2918	BH3918	BH2958	BH3958	10T	Hydro-MAX drop-in HRB, 10 spline
	B72918	B73918	B72958	B73958		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2928	BH3928	BH2968	BH3968		Tri-MAX bolt-in HRB, 10 spline
	B72928	B73928	B72968	B73968		Alum. P.Plate w/ LtWt Floaters, Tri-MAX
	BH2919	BH3919	BH2959	BH3959	26T	Hydro-MAX drop-in HRB, 26 spline
	B72919	B73919	B72959	B73959		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2929	BH3929	BH2969	BH3969		Tri-MAX bolt-in HRB, 26 spline
	B72929	B73929	B72969	B73969	Alum. P.Plate w/ LtWt Floaters, Tri-MAX	
Chevy LS1 V-8	BH2018	BH3018	BH2058	BH3058	10T	Hydro-MAX drop-in HRB, 10 spline
	B72018	B73018	B72058	B73058		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2028	BH3028	BH2068	BH3068		Tri-MAX bolt-in HRB, 10 spline
	B72028	B73028	B72068	B73068		Alum. P.Plate w/ LtWt Floaters, Tri-MAX
	BH2019	BH3019	BH2059	BH3059	26T	Hydro-MAX drop-in HRB, 26 spline
	B72019	B73019	B72059	B73059		Alum. P.Plate w/ LtWt Floaters, Hydro-MAX
	BH2029	BH3029	BH2069	BH3069		Tri-MAX bolt-in HRB, 26 spline
	B72029	B73029	B72069	B73069	Alum. P.Plate w/ LtWt Floaters, Tri-MAX	

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# 7.25" Clutch Packs

Metallic .105" Thick	PH116Axx	1D Clutch
	PH216Axx	2D Clutch
	PH316Axx	3D Clutch
	PH416Axx	4D Clutch
Hi-Torq	PH148Axx	1D Clutch
Metallic .200"	PJ126Axx	1D Clutch
	PJ226Axx	2D Clutch
	PJ326Axx	3D Clutch
Met. .250"	PJ136Axx	1D Clutch
	PJ236Axx	2D Clutch
Organic .200"	PJ176Axx	1D Clutch
	PJ276Axx	2D Clutch
	PJ376Axx	3D Clutch
Org. .250"	PJ186Axx	1D Clutch
	PJ286Axx	2D Clutch

xx = Spline Size (see chart page 28)



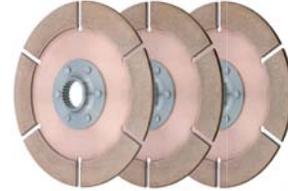
3D x .105" thick metallic



1D Hi-Torque



2D x .250" thick organic



3D x .200" thick metallic

# 7.25" Button Flywheels

Chevy SB V-8 EM	FH100	Button Style
	FH101	<b>LtWt</b> , Button Style
Chevy SB V-8 LM	FH102	Button Style
	FH103	<b>LtWt</b> , Button Style
	FH1021	Button Style, Ext. Bal. for Crate Motor
	FH1031	<b>LtWt</b> , Button, Ext. Bal. for Crate Motor
	EB104	Balance Weight Only
LS1	FH105	<b>LtWt</b> , Button Style
Chrysler	FH203	<b>LtWt</b> , Button Style
Ford	FH301	<b>LtWt</b> , Button Style
Mitsubishi	FH540	7.25", 2.0 ltr., AWD, I4, 6 bolt
	FH541	7.25", 2.0 ltr., AWD, I4, 7 bolt
	FH542	7.25", EVO 4, 5, 6, 7, & 8
Jaguar	FH510	Jaguar D-Type 12 bolt
Maserati	FH550	Maserati Birdcage
Flywheel Bolts	NK407076	Chevy, Ford, Chrysler SB V-8
	NK400076	Chevy LS1 V-8



Chevy SB V-8



Mitsubishi



Jaguar



Flywheel Bolts

# 7.25" Replacement Clutch Parts

Cover Assy.	CH101	Clutch Cover Assy., 1D X .105"
	CH121	Clutch Cover Assy., 1D X .200"
	CH1251	Clutch Cover Assy., 1D X .250"
	CH201	Clutch Cover Assy., 2D X .105"
	CH221	Clutch Cover Assy., 2D X .200"
	CH301	Clutch Cover Assy., 3D X .105"
Pressure Plates	CH401	Clutch Cover Assy., 4D X .105"
	CH031	Steel, Std. Fulcrum
	CH032	Steel, Hi-Torque
Floater Plates	CH035	Aluminum, Std. Fulcrum
	CH041	Standard
	CH042	Light Weight
	CH043	Super Light Weight



7.25" Cover Assembly



Alum. P.Plate & LtWt Floater



Pressure Plate



Super LtWt Floater

# Bolt Kits for 7.25" Clutches

NK105126	Bolt Kit, 1 Disc
NK105146	Bolt Kit, 2 Disc
NK1051660	Bolt Kit, Mitsubishi 2D

NK105166	Bolt Kit, 3 Disc
NK105186	Bolt Kit, 4 Disc



# 7.25" Power-V Drag Race Clutch Mitsubishi Twin Disc



## Mitsubishi 1st & 2nd Gen. Eclipse AWD Clutch System

Get the maximum performance out of your Diamond Star! You've got the big turbo, huge intercooler, big injectors, a nitrous shot for good measure, & maybe even a big crank. Now get the best clutch & flywheel there is to put behind your hard earned horsepower. PTT's ultimate Mitsu drag clutch features race winning low MOI combined with PTT bullet-proof reliability.

In drag racing, the launch is everything. This is the clutch that will stand up to what you have to throw at it. Once you get the car launched is when the PTT MOI advantage starts to kick in. This is the lowest MOI metallic clutch & flywheel you can put behind your engine. Every shift you throw, the low MOI clutch discs allow you to shift quicker, and the clutch allows your engine to rev faster. The result? Lower ET's, & Higher Trap Speeds. We have had some racers report as much as a 7/10 second reduction in ET after installing this clutch system! A half second ET reduction is very common!

This clutch features a billet aluminum clutch cover with flush mount fasteners and brutally strong .200" thick clutch discs, resulting in a clutch with a reduced overall height. (3/8" lower than our nearest competitor's clutch!) That means you have no need to grind on, (and weaken) your clutch fork. Everything clears! Specially engineered clutch hubs practically eliminate the problems caused by excessive input shaft run-out common to the diamond star cars. Specially designed diaphragm spring and internal mounting system eliminate the extremely high loads on your engine's thrust bearing. Small diameter, radius faced release bearing reduces pedal effort to round out the package.

Engineered in reliability; Race winning performance; Legendary PTT Quality; Turn-key installation; Attention to all the 'little' details; Lifetime guarantee against defects in materials and workmanship. Put one in your car, and discover how quick you can really go!

Mitsubishi AWD Kit	KH2664	.200" met. discs, 7/8" x 20 spline, 6 bolt fly, & rel. bearing
	KH2674	.200" met. discs, 7/8" x 20 spline, 7 bolt fly, & rel. bearing
	KH2686	.200" met. discs, 1" x 23 spline, EVO fly, & rel. bearing
Flywheel	FH540	7.25", 2.0 ltr., AWD, I4, 6 bolt
	FH541	7.25", 2.0 ltr., AWD, I4, 7 bolt
	FH542	7.25", EVO 4, 5, 6, 7, & 8
Bearing	RM2550	Eclipse Mechanical Release Bearing w/ Collar, 2D 7.25"
Clutch Pack	PJ226A41	2D x .200" thick metallic, 7/8" x 20 spline
	PJ226A63	2D x .200" thick metallic, 1" x 23 spline
	PJ276A41	2D x .200" thick organic, 7/8" x 20 spline
	PJ276A63	2D x .200" thick organic, 1" x 23 spline

**Put "THE POWER" to work for you! [www.PowerTrainTech.com](http://www.PowerTrainTech.com)**



# 7.25" Power-V Racing Clutch Hi-Torque 1 Disc Clutch for Mid-AM

**~Extreme Torque Capacity in a Single Disc Clutch~**



There are a few racecar sanctioning bodies that have a 7-1/4" minimum diameter clutch rule. One such class located in the Midwest is called the Mid-American Stock Car Series (Mid-Am). This clutch is designed for use in just such classes. It is the culmination of what-if thinking, extreme clutch friction material, and mega clamp force, all brought together in a class legal, 7-1/4" disc size. The result is a single disc clutch that has so much torque capacity most 'other' clutch manufacturers can only put their two disc clutch up against it.

This clutch has extreme torque capacity. (Way over 500 lb.ft.) PTT saves you the weight of the second clutch disc & a floater plate. The MOI savings results in measurable on-track performance! In tightly regulated, limited horsepower racing, it pays to reduce your clutch / flywheel package down to the minimum. The PTT Mid-Am clutch allows you to out accelerate your competition with a MOI advantage you cannot get anywhere else.

## Custom Designed & Built Clutch Solutions

Vintage racers have a unique set of demands when it comes to racing clutches. Yesteryear's clutches were cutting edge... for their time... but by today's standards they come up pretty short. Reliability is a huge issue. Longevity is another problem. Availability of parts? Don't even think about it! What's a vintage racer to do?

PTT offers custom designed & manufactured drivetrain components to fit your application. We usually base the flywheel on the time tested 7-1/4" clutch. This type of clutch has been in the motorsports marketplace for well over 30 years, and will remain a standard for many more years to come.

Below are a few different applications we have done recently. When you add it up at the end of the day, it is surprisingly affordable to change over to this clutch system.

### Jaguar D-Type



Jaguar  
7.25"  
Button  
Flywheel

Jaguar Ring Gear &  
7.25" Clutch

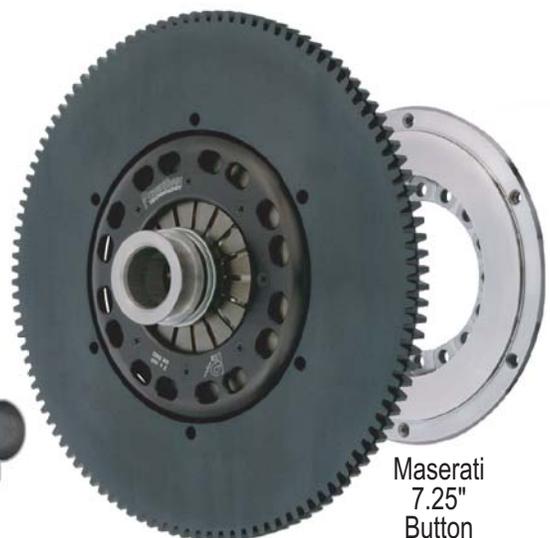


Jaguar  
Release  
Bearing



Maserati  
Trans  
Snout

### Maserati Bird Cage



Maserati  
7.25"  
Button  
Flywheel

Maserati Bearing, Ring  
Gear & 7.25" Clutch