

FAQ's

How long will my clutch last?

The life of the clutch is completely dependant upon the driver. Some drivers can make a clutch pack last several seasons, while others can't even finish one race. In-between race maintenance goes along way towards long clutch life. To ensure long life, use your clutch at it's performance limits, but responsibly. Avoid heat build-up through excessive slippage!

My clutch is slipping. What could be wrong?

1. Check your release bearing clearance to ensure that the release bearing is not partially releasing the clutch. This has the same effect as driving around with your foot on the clutch pedal.

1. The clutch pack may be worn out. Measure the thickness of the discs with a caliper or micrometer. Refer to the instructions that came with your clutch to determine if they are worn beyond their service limits. If they are too thin, t's time for a new clutch pack.

2. The floater plates or pressure plate could be worn. Measure the thickness of the floater plate(s) and pressure plate with a caliper or micrometer. Also check for straightness. You should NOT be able to put a .006" feeler gage underneath the straight edge.

3. The diaphragm spring(s) in the clutch cover may be down on clamp load. If the clutch was excessively slipped, it is possible that the heat generated took the temper out of the diaphragm spring(s). If the springs are overheated they will loose their spring temper. They also take a `set' as they get older. Your clutch cover will need to be checked for proper clamp load. Only the PTT factory can properly check and replace diaphragm springs. PTT will inspect and repair any PTT clutch free of charge for as long as you own the clutch. All you pay for are any parts required to put your clutch back into service.

Will PTT clutch packs and other parts interchange with other clutch manufacturer's clutches?

YES most of PTT's clutch products offer backwards compatibility with QMI's V-Drive type products. After all, PTT's head engineer originally invented the V-Drive clutch. Please call the factory for a list of complete parts compatibility. PTT's clutch packs are compatible with most AP Racing, QM, & Tilton clutches, and in most cases will improve their performance.

I want to run a 4.5" clutch. What do I need to consider before making this decision?

First consider how long you can get your current clutch to last. If the answer is almost a full season, or more, then you are a good candidate for a smaller clutch. The smaller the clutch, the less mass it has to tolerate excessive heat generated by slipping the clutch. Smaller lighter 4.5" clutches offer outstanding performance, but this performance comes at the expense of heat tolerance. You should be prepared to treat smaller clutches like the racing thoroughbreds that they are. That would mean do not drive your race car around the pits, instead push it. Do not drive the car on the trailer, instead winch it on. Most importantly, do not excessively slip the clutch. This leads to heat build-up which could damage a smaller clutch sooner.

I have a hard time driving my clutch (getting the car off the line). How do I get easier engagement from my clutch?

Racing clutches require an extremely small amount of travel to disengage the clutch. (PTT's 4.5" clutch requires less than 3/16" of travel at the release bearing for full release!) A smaller clutch master cylinder will give you more control or modulation while at the same time making the pedal easier to push. You can also substitute a small contact diameter release bearing such as PTT's part number RM001.

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FAQ's (Continued)

Will a PTT clutch work with my crate motor?

YES. If your crate motor is externally balanced you need to run an externally balanced flywheel, or flexplate. PTT offers external bob weights for its line of button flywheels that bolt on at the same time the clutch is bolted on. This allows you to use your existing PTT flywheel and saves you money by not having to buy another expensive externally balanced flywheel.

Will a light weight clutch with aluminum pressure plate and lightweight floater plates last as long as a regular PTT clutch?

There are a lot of variables to take into consideration when talking about clutch life. All things being equal though, when installed and used properly, a lightweight PTT clutch will last as long as a standard weight clutch. It should be noted however that the lightweight clutch will be more susceptible to heat damage under extreme use (abuse) due to its lower thermal capacity. The decision to gain the competitive advantage that lighter parts offer should be carefully considered against the type of use the clutch will be subjected to, and how well the driver treats a clutch.

CLUTCH SPLINE SIZES

This is a partial listing of splines available for PTT clutches. New splines are being added all the time.

Spline

Number O.D. x No. Teeth Applications

** 12	.740" (18.8mm) X 18	Ford Festiva
** 32	13/16" (20mm) X 24	Porsche, Alfa Romeo, Volkswagen, Vauxhall
** 40	7/8" (22.22mm) X 10	MG Midget, Imp, Triumph
41	7/8" (22.22mm) X 20	Hewland, Ford
** 58	.964" (24.5mm) X 24	Lotus PG-1
** 60	1" (25.4mm) X 10	Volvo, Alfa Romeo, Triumph
63	1" X 23	Ford Rocket, MGB, Cosworth, Talbot, Austin Healy, Porsche
** 64	1" (24.7mm) X 24	Nissan (Datsun), Honda, Rover
** 70	1-1/16" X 10	Ford
80	1-1/8" X 10	BMW, Chevy, Cosworth, Getrag, Jaguar, Muncie
** 81	1-1/8" (28.5mm) X 21	Toyota Supra RWD
90	1-5/32" X 26	Borg Warner T-10, Super T-10, Chevy, Hewland, Jerico
** 97	35mm X 10	BMW V-8
** 99	1-3/8" X 10	Ford

** Non-standard Splines. Use level 2 pricing in price list.

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