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WHAT MAKES A PTT CLUTCH BETTER THAN THE COMPETITION

Competitive Edge - Excess weight is removed from the largest diameters, where it makes the most difference, and other critical areas. This lowers the moment of inertia (M.O.I.) which allows your car to accelerate faster.

Size - Fits into a smaller work envelope due to improved design and flush mounted fasteners. Approximately .250" shorter than other competitors' clutches.

Better Control - Optimized clutch cover design, means lower pedal effort, better modulation, and better control.

Cooler Running - Open housing design means improved cooling and dust evacuation.

Better Balance - Power-V clutch leg design offers a level of performance that is superior to other competitor's designs. Power-V makes the clutch components self centering and self balancing under load.

Proprietary Friction Materials - State-of-the-art clutch friction materials feature smoother engagement characteristics and longer life.

Micro-Finishing - PTT clutch discs are ground to an extremely fine finish. This eliminates excessive clutch wear and any bedding-in requirement.

Alignment - Clutch positively locates with a stepped flywheel register.

Precision - CNC machined to very tight tolerances using state-of-the-art machines, materials, and finishes.

HOW TO SELECT A CLUTCH

Circle track racing clutches are designed to be as absolutely light in M.O.I. as possible. You always want to select the lightest clutch and drivetrain components that you can for your type of racing. The only exception to this has to do with durability. In order to finish first, you must first finish! The clutch you select will be a fine balance of lightweight and durability. Which clutch you select is based upon several other factors:

1. Ensure that the clutch conforms to any rules set forth by the sanctioning body which governs your type of racing.
2. The peak break-away torque capacity of the clutch you select is based upon how much peak torque your engine makes (not horsepower). The peak break-away torque for a clutch (as listed in our clutch specs) is the clutch's highest ultimate torque rating. To properly size a PTT clutch to your application you should multiply the engine's peak torque by 1.25 (minimum) and select a clutch that has at least as much peak break-away torque capacity. For instance, if your engine has a peak torque of 100 lb. ft. multiply 100 by 1.25 (100 x 1.25 = 125). Therefore, in this example, you would select a clutch that has a peak breakaway torque rating of at least 125 lb. ft. For all wheel drive (AWD) cars, use a 1.4 multiplier.

Engines that have unusually high harmonic vibration, such as inline 4 cylinders, or extremely light rotating assemblies (light cranks and pistons, Tie rods, no harmonic damper, etc.) should be rated using a 1.5 multiplier. Remember it is important to always specify a clutch with more peak breakaway torque than needed. This avoids the possibility of slippage, which will quickly destroy a circle track clutch due to excessive heat buildup.

3. Getting maximum life out of your clutch is an acquired skill. First you must ask yourself, "How good is my driver?" Can he/she make a clutch pack last a full season or more? If the answer is yes, select the smallest clutch you can afford that meets the torque requirements specified above. If you have a newer, less experienced driver you may want to add an extra disc to your clutch assembly which will help the clutch withstand more heat abuse. If you have the choice of adding a disc to a clutch or going to the next size larger clutch, adding the disc is a much better performance decision. Generally the next bigger size clutch roughly doubles the clutch M.O.I.