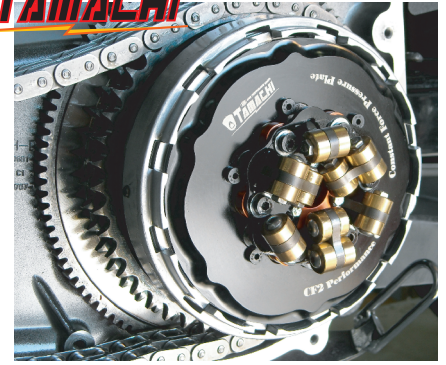


What is the CF2 Lock up clutch?



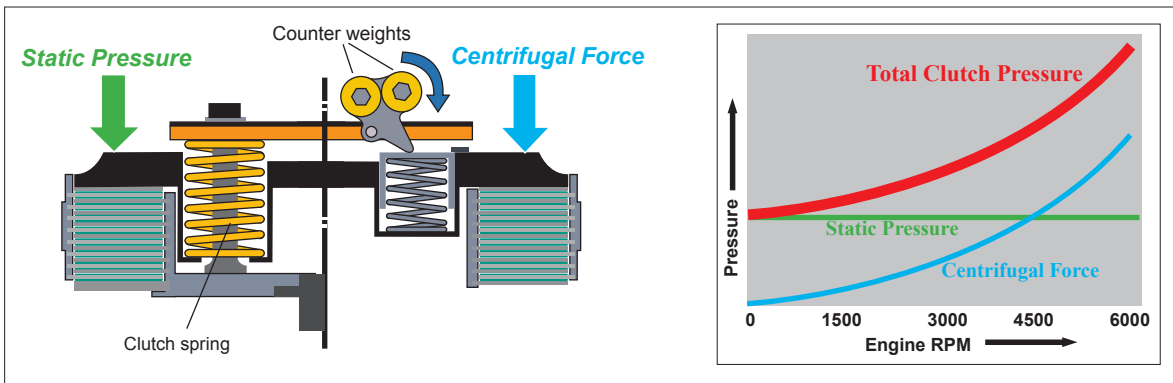
CF2 Lock up clutch features

1. Monster lock up head makes strong pressure from low RPM.
2. Can be reduced clutch lever effort at low RPM, in the traffic.
3. Adjustable for all modes : Centrifugal, Static and Constant pressure.
4. All adjustments are made through the derby cover.
5. No modifications required. Fits in a stock primary cover.

The CF2 Lock-up clutch has two different type of pressures

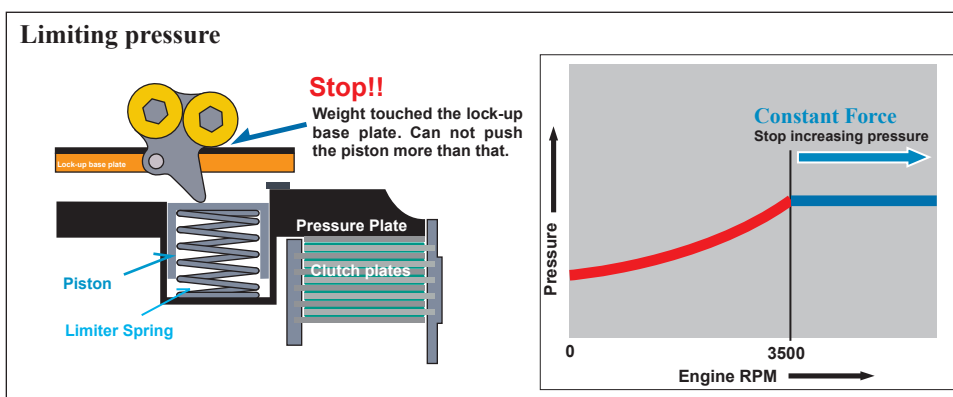
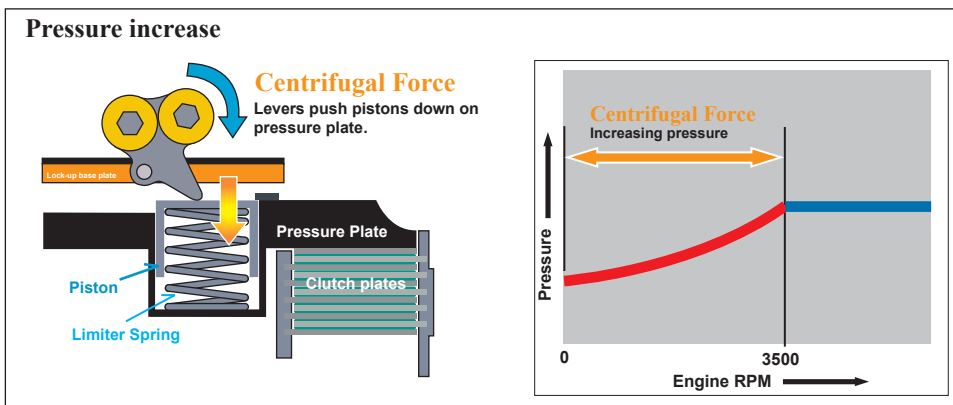
Regular clutches have an only static pressure by clutch springs. But our Lock up clutch has two different type of pressure. One is a **static pressure**, and another is a **centrifugal force** by Lock-up head as an additional pressure.

| | | | | |
|--|---|--|---|------------------------------|
| Static Pressure (Pressure by Clutch springs) | + | Centrifugal Force (Pressure by Lock-up head) | = | Total Clutch Pressure |
|--|---|--|---|------------------------------|



What is the CF2 Constant Force? *Patent pending

The lock-up clutch provide the pressure as an engine RPM increases. That means the clutch lever will be hard to pull at higher RPM. Most of V-twin engines make a maximum torque around 3500rpm. So, there is not necessary to have more pressure above about 3500rpm. AIM developed the system that limit the pressure at certain point (AIM named it as Constant force system, patent pending). The Constant force system makes a stronger clutch with an easy controllable clutch operation. *Can be disabled the constant force system for maximum load (Race use).



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