

# Which Performance Clutch is right for my truck?

HP is not the only thing to consider when choosing a clutch; tire size, ring and pinion ratio, driving habits, and truck use also play a big factor in clutch selection.

## Single Disc

### Organic/Organic Stock-350 HP

Aftermarket organic clutches are generally better than the OEM clutch you get from your dealer. This is due to the better quality materials used, the quality of the manufacturing process, and QC. Some companies also offer higher plate loads as options to the standard plate thus giving the clutch better holding ability than its OE counterpart.

Best suited to trucks without or only minor power modifications. Good for light towing at stock HP levels.

### Ceramic/Kevlar 350-450HP

Utilizing two different buttons on the clutch disc these clutches are aimed at the moderate performance trucks. Driving manners are very good for everyday driving and towing. Take-off is relatively smooth and offer more slip and forgiveness than the ceramic/ceramic clutches. While the holding power for the Kevlar faced clutch is higher than the organic/organic faced clutches, the main advantage is less wear on the flywheel and longer life.

Ideally suited to trucks with moderate performance power modifications. If towing more than the occasional 7,500-10,000lbs the Organic Dual Disc will be a better option.

### Ceramic/Ceramic 450-600HP

These clutches utilize ceramic buttons on both sides of the clutch disc and are aimed at the performance trucks. Driving manners are very performance oriented with no clutch slip, basically the clutch is in, or it is out. Great holding capacity for modified trucks, the only way you will get more holding power is to go to a Dual Disc Clutch setup. Ceramic is a very hard material so typically flywheel wear is more noticeable using a ceramic clutch than with other materials.

This clutch has a small window of usage, ideally suited to trucks with performance power modifications that do not intend to tow with there truck. (Not recommended for towing)

If you plan on drag racing/ sled pulling or doing boosted launches you will need a Dual Disc, this clutch will not last under these conditions and will not be covered under warranty.

## Dual Disc

Typically considered a performance clutch the new Dual Disc clutches are used for everything from every day driving, towing, and sled pulling. There are several different options to choose from depending on your driving habits, horse power, and application

### Street Dual Disc

The Street Dual Disc offers more holding power and a wider range of use over a single disc clutch, while retaining similar driving characteristics. With a 3800lb diaphragm style pressure plate quick shifts are still possible while pedal pressure will be just over stock.

#### **Ceramic**

The Ceramic Street Dual Disc is best suited for daily driven trucks that have performance modifications up to 650HP that do see some racing or hard use. Light towing is possible; clutch engagement will be somewhat aggressive but tolerable.

#### **Organic**

The Organic Street Dual Disc is ideal for trucks from stock to 550HP that tow heavy on a regular basis. Clutch engagement will be very close to stock feel. **(Not recommended for Racing)**

### Competition Dual Disc

The Competition Dual Disc can be set up several different ways; they can range from 650HP up to 800HP depending on set up. These can still be daily driven but drivability will suffer in favor of performance.

#### **Disc type**

There are two main types of disc used in competition dual disc clutches.

Ceramic- Offers good holding capabilities and positive engagement. Best suited for drag racing and daily driving.

Sintered Iron- Similar to the ceramic, but can handle extreme heat and slippage much better. Best suited for sled pulling.

#### **Plate load**

Plate load will affect the overall HP rating on a clutch as well as disc size and type. Lever style pressure plates can be set a several different plate loads while the diaphragm style is a set plate load. It is not recommended to daily drive the 3850# lever style clutch due to the high stress put on the levers.

3250# 650HP

3400# 700HP

3600# 750HP

3850# 800HP

## **Triple Disc**

Mainly noted as a competition clutch the triple disc has worked its way into many high HP daily drivers.

## **Street Triple**

The street triple comes standard with a 3250# diaphragm pressure plate and ceramic disc, this offers a quick shifting clutch with very little pedal effort that will hold up to 950HP. Great for daily driving, this is the ultimate drag racing clutch.

### **Options**

The street triple has several options; it can be set up with sintered iron disc, as well as a competition lever type pressure plate with several different plate loads. These options can hinder the drivability but take this clutch to a whole other level.

## **Competition Triple**

The competition triple is just that, a competition clutch not recommended for the street. It comes standard with a weighted pressure plate; adjusting these weights will change the RPM in which the clutch will start to apply. At full weight application pressure plate loads of 4500-5000# will exceed any spring only plate load making this one of the strongest clutches available.

## **Please note:**

As with any aftermarket product, these clutches can change the drivability of a truck depending on the type of clutch installed. In addition they will make some noises that the stock clutch did not make. Neither of these reasons will be a justifiable warranty claim.