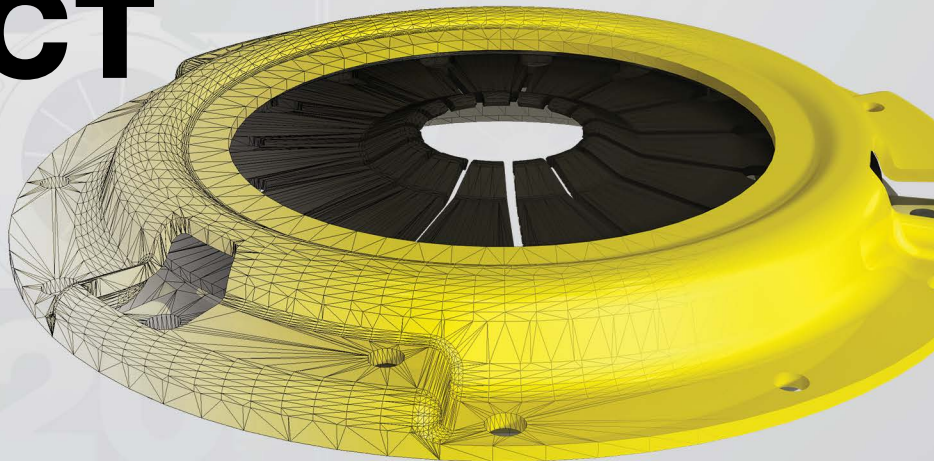


ACT
ADVANCED CLUTCH TECHNOLOGY®



2014

**PRODUCT
GUIDE**





ABOUT ADVANCED CLUTCH TECHNOLOGY

ACT is a leading performance clutch and flywheel manufacturer for the domestic, import, European and truck markets. This product guide contains information about the performance clutch kits and XACT flywheels offered for both street and full race applications in thousands of possible configurations. For 20 years, ACT has focused on quality, service and performance to deliver a superior product.

The team's mission is to ensure every customer knows what type of clutch kit they are buying and why. Every clutch design has trade-offs and benefits, so we encourage the customer to explore all of the resources available to make the best clutch choice. This guide, the Application Guide and our website include pertinent details and technical information necessary to make an informed decision. We share this information so that customers know what to expect and how ACT's product will deliver.



DESIGN AND ENGINEERING

ACT designs, engineers and develops clutch kits and flywheels using knowledge gained from decades of track and performance street experience. ACT clutch kits are unrivaled in terms of consistent and predictable pedal feel, high torque capacity, long wear life and durability. These key advantages are produced by combining the best engineering and design methodologies with the latest in materials and manufacturing techniques.

Advanced CAD, CAM and FEA tools are utilized to develop every ounce of performance and reliability. Each new product candidate is subjected to a rigorous development and testing cycle to assess whether it meets our quality requirements. If the end result does not perform significantly better, address issues common to each application and withstand highly modified engines, it does not get put into production.

ACT products undergo a series of manufacturing steps to bring the best to our customers. These steps include improving designs, hardening critical wear points, computer balancing and meeting SFI® specifications. Our in-house manufacturing plant utilizes specialized production test equipment to test clamp load, verify release travel, computer spin balance, as well as, cycle each unit before shipping. Additional steps often include SFI® Certification, heat treating, tempering and much more.

The calculated results, which detail clamp load increase and estimated torque capacity, are featured in the Application Guide and on the website. Also, ACT employs vehicle testing, dynamometer results, laboratory testing, 3D modeling, rapid prototyping and simulation.





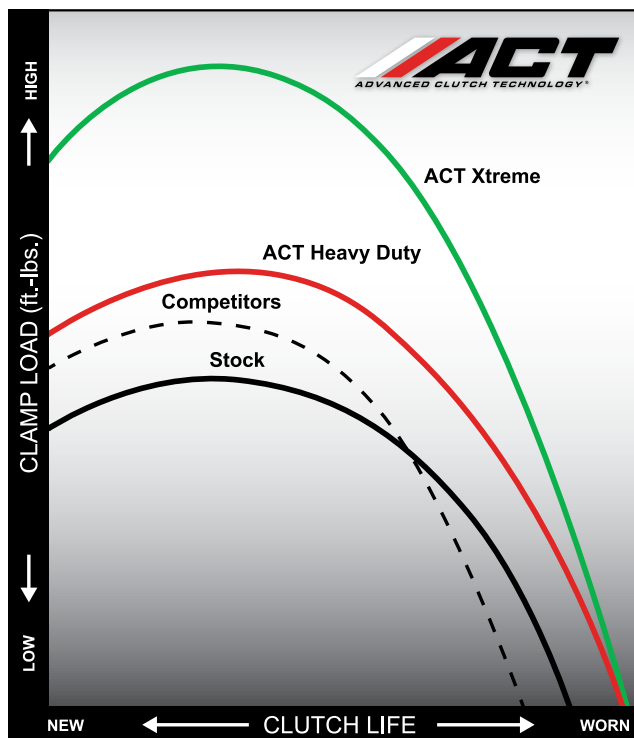
GENUINE QUALITY

On the road to ultimate performance, there are no shortcuts. ACT products are enjoyed and pushed to the limits by all of our customers. On the track, these same products are continually tested and abused, and still perform as intended. As a result, Advanced Clutch Technology presents the industry's best combinations to achieve maximum performance and outlast the competition.

Clutches and flywheels take time and energy to install, so make sure your selection reflects the value of your time by choosing the best components up front. Technology does change over time, but ACT's commitment to excellence never has — and never will.

ACT Outperforms

As shown in the graph below, ACT pressure plates provide a higher clamp load and broader working range than typical competitors. Our exclusive diaphragm design translates into longer clutch life, a more positive feel and better shifting. There may be an increase in pedal effort ranging from light to heavy, depending on the application.



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UPCOMING PRODUCTS IN 2014



NEW CLUTCH KITS

2005-2008 Audi S4

2007-2008 Audi RS4

2008-2013 BMW M3 (E90)

Big Block Ford

2013 Ford Focus ST

2010-2012 Hyundai Genesis 3.8L

2013-2014 Scion FRS / Subaru BRZ Xtreme kits

Volkswagen Jetta and GTI 2.0L Turbo



NEW FLYWHEELS

2013 Ford Focus ST

2010-2012 Hyundai Genesis 2.0T

2010-2012 Hyundai Genesis 3.8L



NEW TWIN-DISC KITS

Big Block Ford

2008-2012 Dodge Challenger





First – Determine your engine torque output

The clutch transmits torque — not horsepower — produced by the engine, at the flywheel. It is not affected by how much torque makes it through the transmission and differential to the tires. The only way to accurately measure engine torque is with an engine dynamometer.

Since very few people are willing to pull their engines out to choose a clutch, either a chassis dyno or a realistic estimate is needed to find your vehicle's torque output. This figure is usually provided in foot-pounds (represented as ft.-lbs.). However, if the figure is provided in Newton-meters (Nm), multiply by 0.74 to calculate ft.-lbs., as the information in this product guide is based on ft.-lbs.

$$\text{TORQUE (ft.-lbs.)} = 0.74 \times \text{TORQUE (Nm)}$$

For those with dyno data, engine torque is normally around 15 percent higher than that measured at the wheels. This is because of losses in the transmission, differential(s), wheels and tires. There are many variables related to the type of dyno being used, atmospheric conditions and the methods of the dyno operator.

For the purpose of clutch selection, multiply the wheel torque number by 1.15 (RWD or FWD) or 1.18 (AWD):

$$\text{ESTIMATED FLYWHEEL TORQUE} = \text{MEASURED WHEEL TORQUE} \times 1.15 \text{ [1.18 for AWD]}$$

If no dyno numbers are available, a reasonable torque figure can be estimated by qualified individuals familiar with your specific vehicle and the modifications it already has. If planning on more engine upgrades in the future, be sure to consider those before ordering. Bolt-on mods (intake, exhaust, cams, ignition and so on) generally increase horsepower with little torque improvement. Adding forced induction (turbo or supercharger) and/or nitrous oxide will substantially increase both torque and horsepower, so it is important to understand what effect mods have on your torque needs and clutch selection.

Second – Find the ACT clutch to meet your needs

ACT recognizes every driver and engine setup is unique. There are many factors that influence a well-informed decision, such as engine torque, maximum RPM, available grip (i.e., type of tire grip), driving use (i.e., street, racing, both, etc.), driving style, and drivetrain type (e.g., front-wheel drive, rear-wheel drive, all-wheel drive). Most importantly, ACT provides the torque capacity of every clutch kit offered to ensure the ACT clutch you choose can handle the torque produced by your engine.

This is the formula ACT uses when calculating its clutch torque capacity:

$$T = N \times F \times P \times R$$

Defined as:

T = torque capacity in ft.-lbs.

N = number of disc surfaces (usually 2)

F = coefficient of friction

P = lbs. of pressure plate clamp force

R = radius of gyration in feet

If any of these factors are increased, the torque capacity will increase proportionally. There are varying degrees of trade-offs and benefits resulting from the change in design. Coefficients of friction vary slightly from one manufacturer to another. However, the average for a standard organic disc while slipping is 0.25. On a good quality, ceramic ACT race disc, the average friction is at least 0.32.

For additional assistance with selecting a clutch, disc, flywheel or components for your application, please consult the Application Guide, the ACT website, or contact your ACT dealer or ACT, directly.





SFI SPECIFICATIONS

The majority of ACT products meet SFI® Specification 1.1 or 1.2, which ensures safety for both the spectator and driver. For a product to meet SFI® Certification, the following is required:

Use of Specific Materials

- Steel, ductile iron, titanium and wrought aluminum.
- Not to include unacceptable materials such as all grades of gray iron and cast aluminum.

Testing

(Each part must meet one of the following criteria)

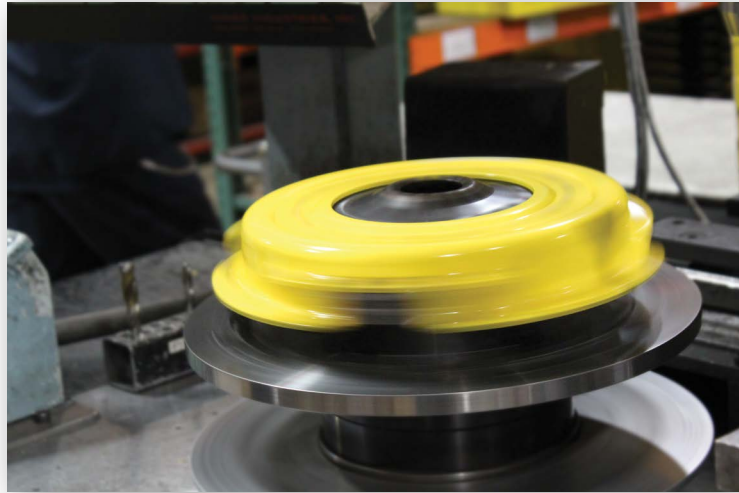
- A mechanical properties test to determine if the material tensile strength, yield strength and elongation are within SFI® requirements.
- A rotational integrity test that requires spinning the part for one hour at 1.5 times the certified RPM. The centrifugal force increases exponentially, placing more than twice the amount of centrifugal load on the part over the certified RPM. The parts must retain their integrity to pass.

Recertification

Parts must be sent back to ACT every two years for inspection and recertification.

Which ACT parts meet SFI® Specifications?

- ACT denotes which parts meet SFI® specifications in our Application Guide and on our website, under the specifications tab for a product.
- Each part is issued an official SFI® sticker and serial number.
- The RPM limits for pressure plates that meet SFI® Specifications are listed in the Application Guide. Discs are not rated to a specific RPM.
- Uncertified discs may be certified to SFI® Specification 1.1 upon request.



Why SFI® Certification and when is it needed?

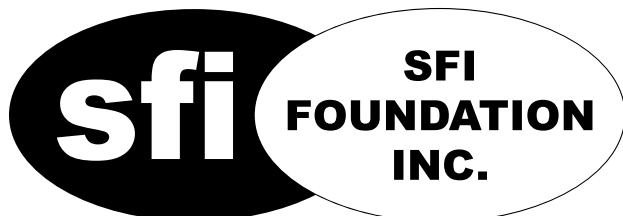
- SFI® Foundation, Inc. sets the specifications to protect the driver and spectator.
- Establishes recognized levels of performance and quality of products.
- Required by most racing organizations and tracks.

SFI® SPEC. 1.1 APPLIES TO:

Single-disc clutches
Friction discs
Flywheels

SFI® SPEC. 1.2 APPLIES TO:

Multiple-disc clutch assemblies
Friction discs
Floater plates
Flywheels





Even though ACT manufactures more than 1,300 parts, there are instances when a part a customer is looking for may not be listed. If this is the case, ACT has the ability to custom manufacture just about any clutch disc a customer may need, even if the request is for only one disc. Components are kept in stock to facilitate the build of a custom disc to meet the desired specifications.

Once the form is completed and submitted to ACT, the part is identified, based on the desired dimensions, and often can be matched up with a part currently in stock. If the part cannot be matched with the dimensions of an available part, ACT can custom manufacture the disc.

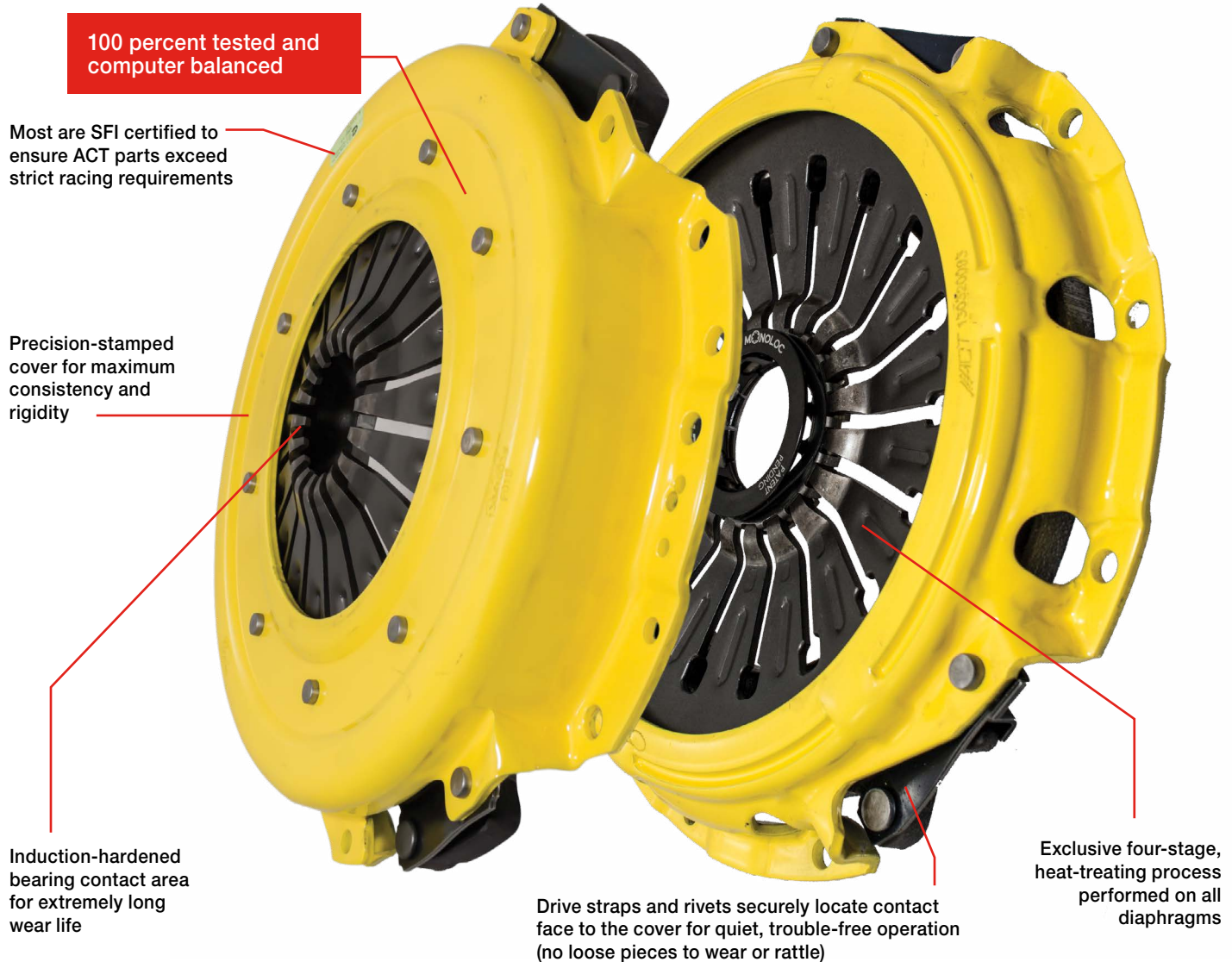




PRESSURE PLATES

All ACT pressure plate assemblies are newly manufactured units, not rebuilt from used parts. Many other clutch companies modify the original equipment (OE) pressure plate fulcrum slightly to produce limited benefits using the OE diaphragm spring. ACT fully engineers every application, designs and develops entirely new diaphragms and pressure plate faces. These steps are necessary to achieve vastly improved performance, well beyond the restrictions of the OE geometry.

Each assembly is optimized for the competing trade-offs of torque capacity, pedal effort, pedal feel, engagement characteristics and clean release. Using decades of experience, proprietary techniques and tooling made in-house, the highest performance levels are attained with the greatest mechanical efficiency.



ACT Pressure Plate Key Features

- ACT offers pressure plate assemblies for all factory designs: push-type, pull-type, crimp and rivet.
- Pressure plates noted as certified to SFI® Specification 1.1 are legal for competition in all racing organizations where such certification is required.
- Proprietary single-diaphragm designs are developed to dramatically increase clamp load without the drawbacks of double-diaphragm configurations.
- Diaphragm springs are processed with an exclusive four-stage, heat-treating process for unparalleled performance, reduced deflection and maximum clamp load throughout the entire clutch life.



Sport

- 10-30 percent increase in clamp load
- Stock to moderate pedal effort



Heavy Duty

- 20-50 percent increase in clamp load
- Stock to moderate pedal effort
- Most meet SFI® Spec. 1.1



Xtreme

- 50-120 percent increase in clamp load
- Moderate to heavy pedal effort
- All meet SFI® Spec. 1.1



MaXX Xtreme

- 70-150 percent increase in clamp load
- Heavy to very heavy pedal effort
- All meet SFI® Spec. 1.1

- Stiffening ribs are added to the diaphragm fingers, on select applications, to reduce pedal travel.
- Many cover stampings receive reinforcements to reduce flex, and improve efficiency and pedal feel.
- Stronger drive straps and higher grade rivets are used, as required, to increase strength for higher torque and higher RPM applications.

- All face castings are CNC-machined for maximum precision and greater consistency.
- Every pressure plate is load tested on a specially configured, computer-controlled testing press, as one part of the production quality assurance program.
- Every pressure plate is dynamically computer spin-balanced for smooth operation at any RPM.



STREET DISCS

ACT street discs are available for most popular applications and feature premium organic composite linings, combining increased friction with better heat transfer. These discs have steel-backed linings for greater burst strength and durability. Street discs are built with a limited marcel (engagement cushion), allowing for quicker shifts when used with ACT pressure plates.

Premium organic friction material for high heat tolerance, quick recovery, good friction and long life

Strict SFI Certification ensures driver and spectator safety

Center-hub springs help lessen the shock of engagement



Steel-backed linings for higher burst strength

Spring-centered construction properly dampens torsional vibrations for quieter operation

ACT Performance Street Disc Key Features

- All Modified and Performance street discs are certified as meeting SFI® Specification 1.1 and are legal in all racing organizations that require SFI® Certification.
- Performance street discs feature a premium organic friction material, tested to provide better heat capacity and faster recovery from overheating.
- Disc components are manufactured using precision stampings from dedicated tooling, allowing the highest quality and consistency.
- Precision broached splines ensure an exact fit onto the transmission input shaft for long spline life and better clutch release.
- ACT carefully selects the right amount of cushioning between the linings for smooth and progressive engagement characteristics, without sacrificing performance.
- Top grade rivets, carefully selected for maximum strength and fatigue resistance, are used to securely fasten the disc assembly.



Modified Street Disc

- Quicker shifting and engagement
- Increased strength and reliability
- Improved friction material for more heat tolerance



Performance Street Disc

- Most popular
- Premium friction material for highest heat capacity
- Quicker shifting and engagement
- Increased strength and reliability
- Higher burst strength due to steel-backed linings
- Most meet SFI® specifications to ensure safety



Rigid-hub Street Disc

- Provides race-proven performance with street manageability
- Engagement is quick, smooth and precise
- Lowest inertia for fastest shifts
- Less stress on synchronizers
- Ultra-high burst strength
- Increased gear noise and spline wear is expected
- Most meet SFI® specifications to ensure safety

- ACT spring retainers are designed with wrap-around spring windows to provide additional support and reduce stress concentrations, which eliminate common causes of failure. These improved retainers are found on most ACT Modified and Performance street discs.
- Spring windows on most street discs are heat treated to resist wear, increase strength and keep springs from “popping out.”
- Most ACT spring-centered assemblies use bushings and cone or wave springs, similar to factory clutch discs. This creates frictional damping to improve clutch life and reduce noise.

- Heavy duty torsional damper springs are typically stronger than standard springs and are engineered to suit each application. Quieter operation is ensured from high quality, OE-style torsional dampers.

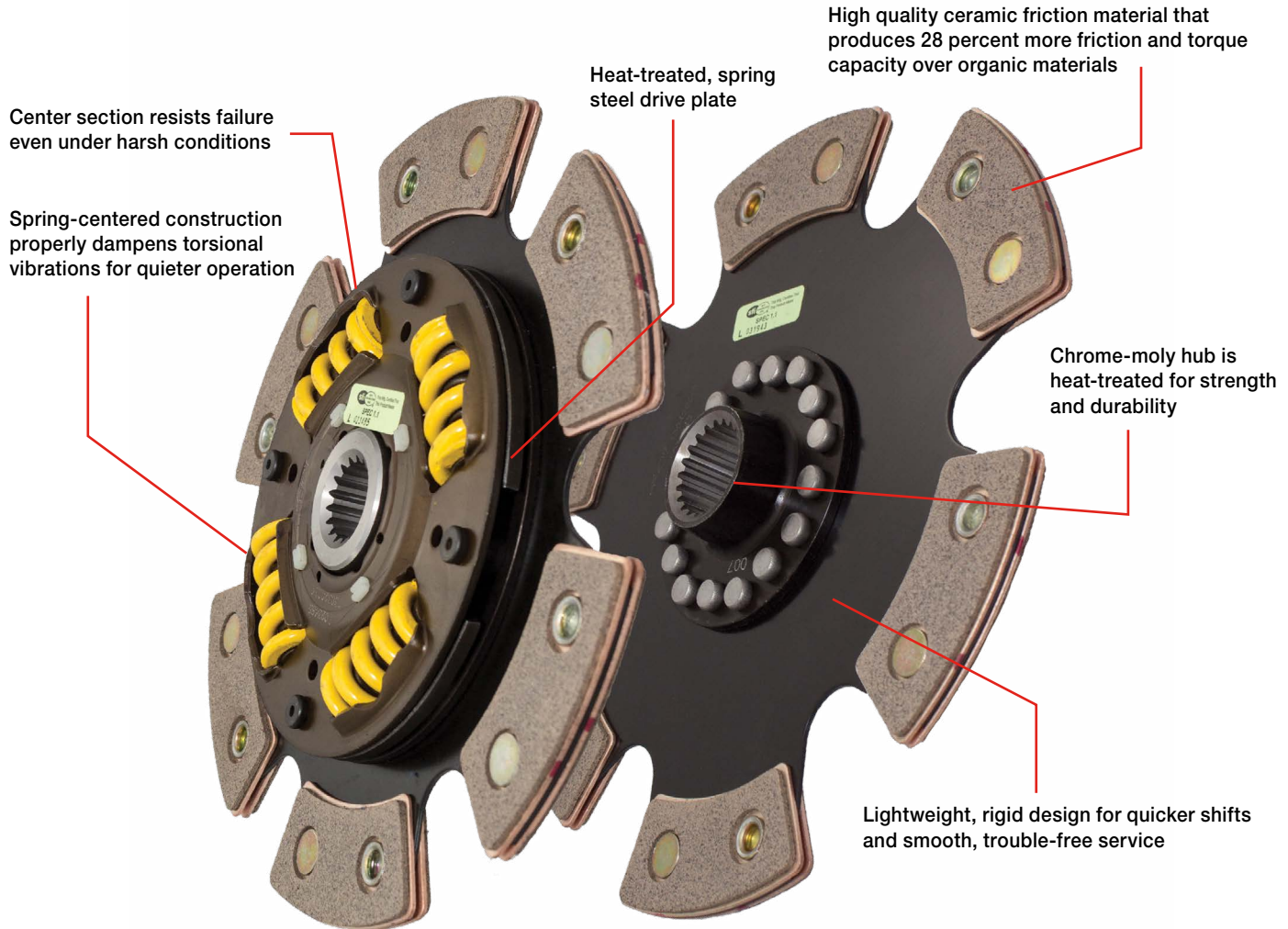
- Rigid hub discs have reduced inertia for faster shifts and lower stress on synchronizers, providing race-proven performance with street manageability.

WARNING: Gear noise may occur due to the absence of torsional damping springs on rigid-hub discs or stiffer damping springs on Performance street discs. This is normal and does not increase transmission wear.



RACE DISCS

ACT race discs can be ordered in 4- or 6-pad configurations, either with spring-centered or rigid-hub designs. For larger clutch sizes, ACT recommends 6-pad race discs for more heat capacity and smoother engagement. Race discs with 4 pads engage harsher, yet shift faster, and are better suited for smaller disc sizes.



ACT Race Disc Key Features

- All Race discs are certified as meeting SFI® Specification 1.1 and are legal in all racing organizations that require SFI® Certification.
- Premium ceramic friction materials provide high heat tolerance, high coefficient of friction (μ) and low wear rates.
- Disc components are manufactured using precision stampings from dedicated tooling, allowing the highest quality and consistency.
- Precision-broached splines ensure an exact fit onto the transmission input shaft for long spline life and better clutch release.
- All drive plates are made from high-carbon spring steel, then heat-treated and zinc-plated to resist bending, cracking, fatigue and corrosion under the most severe racing conditions.



Spring-Centered Race Disc

- Most popular
- Reduced driveline shock and spline wear due to torsional damping
- Quieter operation by reducing gear rattle
- Choose 6 pads for higher heat capacity and better engagement
- Choose 4 pads for quicker shifting



Rigid-Hub Race Disc

- Improved durability from stronger hub components
- Increased gear noise and increased spline wear is expected
- Choose 6 pads for higher heat capacity and better engagement
- Choose 4 pads for quicker shifting



Full-Faced Sintered Iron Disc

- Best choice for cars using clutchless shifting or drag racing transmissions
- Highest torque ratings
- Ultra-high heat capacity



- ACT spring retainers are designed with wrap-around spring windows to provide additional support and reduce stress concentrations, which eliminate common causes of failure. These improved retainers are found on most ACT Modified and Performance street discs.
- Most ACT spring-centered assemblies use bushings and cone or wave springs, similar to factory clutch discs. This creates frictional damping to improve clutch life and reduce noise.

- Heavy duty torsional damper springs are typically stronger than standard springs and are engineered to suit each application.
- Top grade rivets, carefully selected for maximum strength and toughness, are used to securely fasten the disc assembly.
- Thicker retainer stampings for improved strength and reliability.

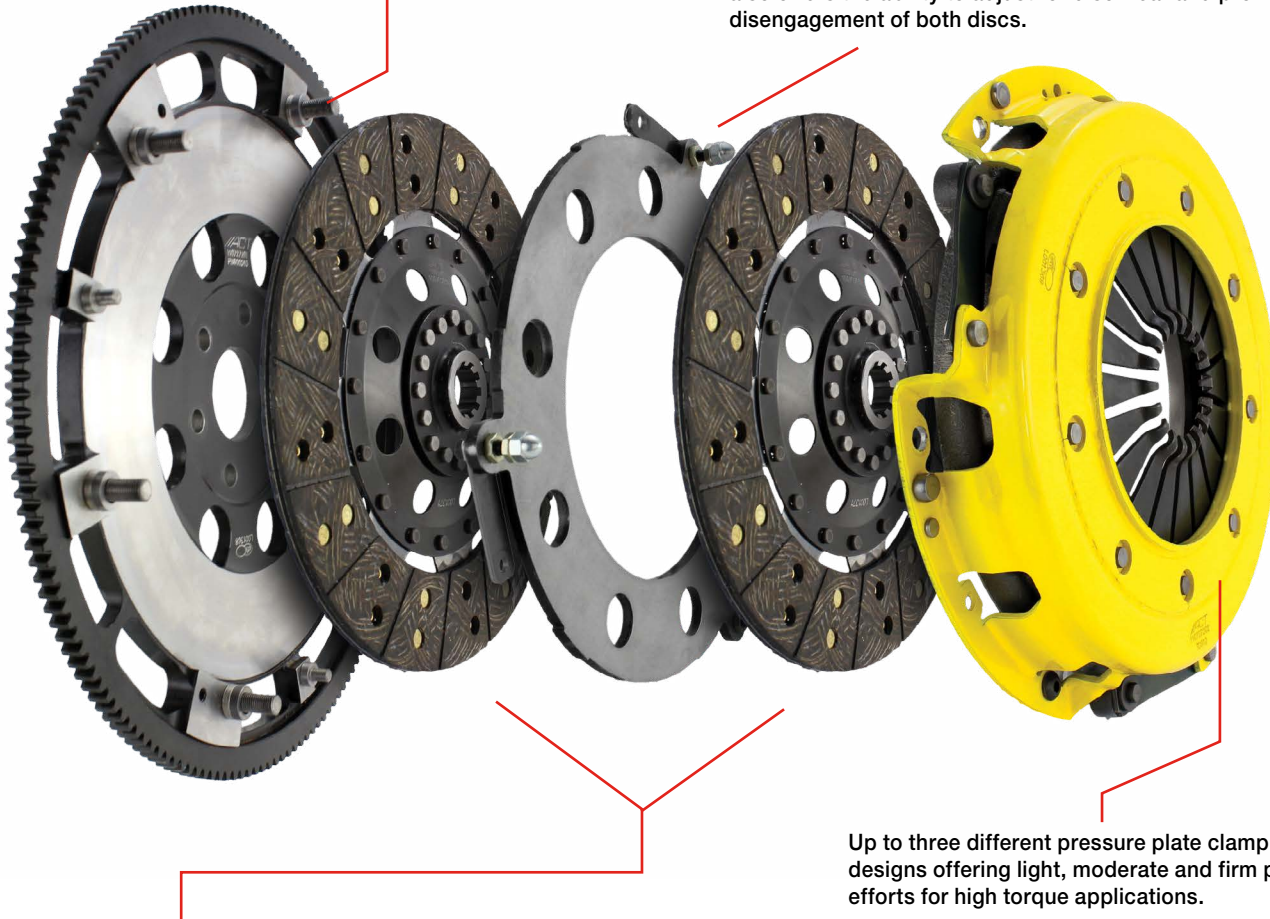


STREET TWINS

Offering double the number of friction surfaces compared to a single-disc kit, ACT's Street Twin-Disc clutch kits offer more torque capacity, better thermal management, reduced wear rates and longer overall life. These kits are offered in multiple pressure plate and disc combinations, allowing solutions that can be tailored to various needs. All ACT Street Twin-Disc kits meet SFI® Specification 1.2.

All ACT Twin-Disc kits include a CNC-machined and dynamically balanced flywheel to ensure trouble-free installation and operation.

The ACT proprietary Positive Lift Floater System design offers quiet operation with no floater rattle and no posts to wear. It also offers the ability to adjust for disc wear and provides equal disengagement of both discs.



Rigid-hub disc design provides faster shifting and high burst strength. Different disc options are available for desired torque capacity and engagement quality.

DISC OPTIONS

Rigid Street Disc

- Two, rigid-hub street discs
- Engagement is quick, smooth and precise
- Minimum weight for faster shifts

Rigid Race Disc

- Two, 6-pad rigid-hub race discs
- More heat capacity and reasonable engagements
- Improved durability due to strong, hub components

Up to three different pressure plate clamp load designs offering light, moderate and firm pedal efforts for high torque applications.

PRESSURE PLATE OPTIONS

Heavy Duty

- 20-50% clamp load increase
- Stock to moderate pedal feel

MaXX Xtreme

- 70-150% clamp load increase
- Heavy to very heavy pedal feel

Xtreme

- 50-120% clamp load increase
- Moderate to heavy pedal feel



ACT Race Twin-Disc kits are race-ready for the serious enthusiast who needs a direct bolt-in kit, requiring no additional modifications. These 7.25-in. twin-disc clutch kits feature a pressure plate, two sintered iron discs, a XACT Prolite flywheel and components. In general, most kits offer pedal loads between 10 and 20 percent increase over stock, while increasing the clamp load by 80 to 90 percent. All ACT Race Twin-Disc kits are dynamically balanced as an assembly for trouble-free use and meet SFI® Specification 1.2.

Exclusive four-stage, heat-treating process performed on all diaphragms.

Machined slots in the flywheel, combined with a billet aluminum cover, provide a lightweight setup with a very low moment of inertia.

LOOK FOR DOUBLE Rs

ACT codes the Race Twin-Disc kits with two Rs, to differentiate it from the Street Twin-Disc kits that include rigid-hub race discs.

Ex. T1RR-N01

Sintered iron discs for maximum holding capacity and quick shifting.

ACT Race Twin-Disc Features

- Recommended for race use only
- Weight reduction of up to 50 percent of stock
- Pedal feel from stock to moderate
- Low moment of inertia for quicker engine acceleration
- Unit is fully serviceable for cost effectiveness

All ACT Race Twin-Disc kits are SFI Spec. 1.2 Certified and are true bolt-in kits with no modifications needed.



XACT FLYWHEELS

ACT offers the XACT Flywheel line, which includes a Streetlite and Prolite offering, that bolt in to replace the OE unit. These flywheels provide better strength, significantly improved engine response and a burst of acceleration, especially in the lower gears.

OE flywheels are developed for optimum driveability, low drivetrain noise (NVH), smooth idle and low production costs. Most of today's OE flywheels are made from a heavy cast iron construction, often a dual-mass design, that stores some of the engine's power output instead of delivering it to the drive wheels.

Cast iron is not the safest choice for modified, higher revving engines and is not legal for use in many racing series. All XACT Flywheels are certified as meeting SFI® Spec. 1.1 and are legal for competition where SFI® Certification is required.

Streetlite

The Streetlite option is a lightweight upgrade designed for performance and affordability, without compromising a smooth idle.

Prolite

Prolite flywheels are made for the racer. This version takes the weight reduction concept to a further extreme, offering the best possible acceleration with some minor compromises in idle quality and, in some vehicles, occasional, non-damaging transmission gear rattle.

Trouble-free, one-piece construction allows cost-effective resurfacing

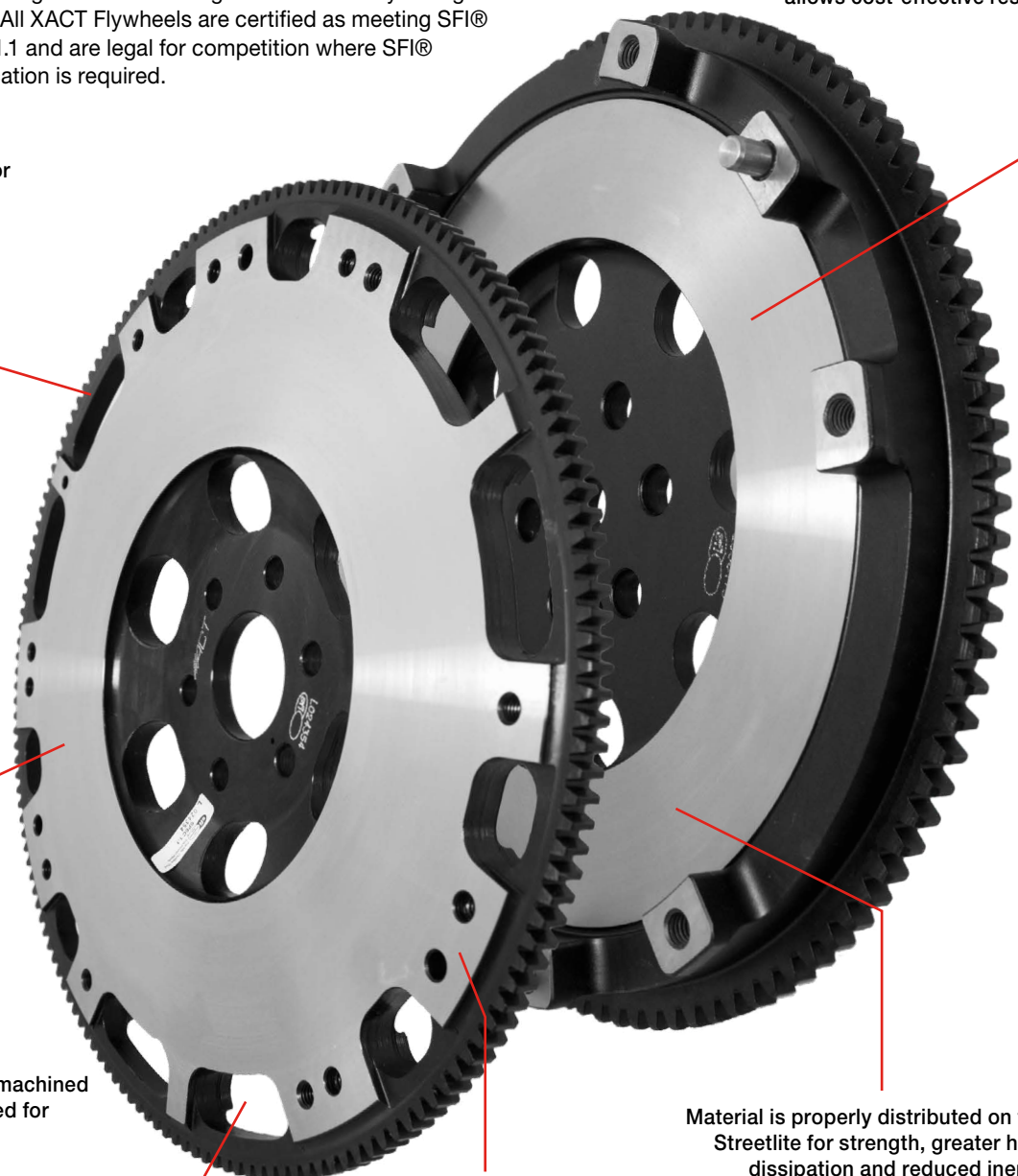
Integral ring gear is induction-hardened for maximum gear life

CAD-designed, CNC-machined and computer balanced for quality and precision

Machined slots on the Prolite provide the lowest inertia

One-piece forged chrome-moly is stronger and more durable than billet steel, aluminum or cast iron

Material is properly distributed on the Streetlite for strength, greater heat dissipation and reduced inertia





Streetlite

- Most popular
- Recommended for street and drag racing
- Optimized driveability and durability
- Lighter and stronger than stock flywheels
- Tough, precision-made and dynamically balanced



Prolite

- Recommended for road and rally racing
- Lighter ACT flywheel offering
- Lowest rotational inertia for best throttle response
- Tough, precision-made and dynamically balanced

XACT Flywheel Key Features

- All XACT flywheels are certified as meeting SFI® Spec. 1.1 and are legal for competition in all racing organizations where SFI® Certification is required.
- One-piece chrome-moly forging allows fewer opportunities for failure and promotes uniform, efficient heat transfer from the clutch disc. This is to prevent warped friction inserts or loose ring gears.
- All applications in the XACT Flywheel line are lighter, stronger and safer than OE cast flywheels, meeting the needs of both the enthusiast and hardcore racer.
- Flywheel mass is distributed optimally for maximum strength, lower rotational inertia, high thermal tolerance and rigidity.
- Prolite flywheels are strategically lightened even further, reducing inertia without sacrificing strength or thermal integrity.
- Dynamic computer-spin balancing ensure smooth and predictable performance.
- XACT Flywheels are engineered using the latest CAD and Finite Element Analysis (FEA) software to explore various design alternatives for optimal results.
- ACT demands tight tolerances for fit, concentricity and parallelism so flywheels register precisely to crankshaft centerline, allowing smooth operation at all RPM.
- XACT Flywheels have excellent thermal capacity by optimized material support behind the friction surface.
- The entire forging is heat-treated and tempered for strength and toughness.
- Integral, starter ring gear permits more weight reduction where it matters most and eliminates the chance of gear breakage or separation.
- Ring gear teeth are cut with lead-in chamfers for first-time starter engagement and to prevent rounded off gear teeth.
- For the longest possible tooth life, ACT induction hardens each ring gear.



MONOLOC™

ACT engineers designed a new, one-piece wedge collar made to be a direct replacement and upgrade to the standard two-piece wedge collar and wire ring found in some pull-type clutches. Its one-piece construction eliminates the collar snap ring from bending or popping out of place, which typically leads to clutch failure or severe pressure plate damage.

Monoloc is available separately or installed in some ACT pull-type clutches and will provide years of service.

MONOLOC™

Assures proper alignment, regardless of driver influence or vehicle modifications

Provides uniform loading on the bearing and pressure plate

Spring tension of the segmented retaining ring has been carefully calculated and tested for optimal performance

One-piece, hardened chrome-moly steel construction





Once you have a good estimate of the torque your engine is producing, we recommend choosing a clutch that will handle at least 10 percent over the torque output of the engine. Torque capacities indicated in the application chart are calculated from pressure plate tests performed at ACT's facility.

+10%

Actual installed torque capacities vary slightly depending on design, flywheel depth, disc thickness, amount of use and temperature.

Reading the Application Chart

Understanding the ACT alphanumeric coding of our products will help as you look through what ACT offers for your application. Here is a quick reference of how single-disc and twin-disc clutch kits are listed in ACT's application chart and on the ACT website. For the most up-to-date listings or to view what additional offerings are available for your application, consult the ACT website.

Make & Model	Years Application Size	Flywheel				Clutch Kit #	Torque Capacity (ft.-lbs.)	PPL	SFI	DISC	SFI	Release Bearing (RB)	Pilot Bearing	Align Tool	Spline Size (Inches)	Spline Count
		Streetlite	WT	Prolite	WT											
CL						HA3 - HDSS	275	H026	✓	3000110	✓	RB817	N/A	AT58	1 1/32"	24
Bel Air Twin-disc Kits (Pre - assembled)	55 - 56 - 8 CYL, 265ci				Included	T1S - G04	875	Included	✓	SD/SD	✓	N/A	N/A	ATGM010	1 - 1/8"	10

SINGLE-DISC CLUTCH KITS



HA3 - HD SS

VEHICLE APPLICATION PRESSURE PLATE DISC TYPE

VEHICLE APPLICATION

The vehicle application code is usually the first letter of the make and the first letter of the model the clutch kit is made to fit. In the example above, the "H" stands for Honda and the "A" stands for Accord.

PRESSURE PLATE

- SP - SPORT PRESSURE PLATE
- HD - HEAVY DUTY PRESSURE PLATE
- XT - XTREME PRESSURE PLATE
- XX - MAXX XTREME PRESSURE PLATE

DISC TYPE

- MM - MODIFIED STREET DISC
- SS - PERFORMANCE STREET DISC
- SD - RIGID-HUB STREET DISC
- R4 - 4-PAD, RIGID-HUB DISC
- R6 - 6-PAD, RIGID-HUB DISC
- G4 - 4-PAD, SPRING-CENTERED DISC
- G6 - 6-PAD, SPRING-CENTERED DISC

STREET TWIN-DISC CLUTCH KITS



T 1 S - G 04

TWIN DISC PRESSURE PLATE OPTIONS DISC TYPE CAR MAKE APPLICATION

(HEAVY DUTY, XTREME, MAXX XTREME)

(2 RIGID-HUB STREET OR 2, 6-PAD RIGID-HUB RACE)

PRESSURE PLATE

- 1 - HEAVY DUTY PRESSURE PLATE
- 2 - XTREME PRESSURE PLATE
- 3 - MAXX XTREME PRESSURE PLATE

DISC TYPE

- S - RIGID-HUB STREET DISC
- R - 6-PAD, RIGID-HUB DISC





PRESSURE PLATES

SP = SPORT

- 10-30 percent clamp load increase*
- Stock to moderate pedal feel
- Recommended disc type: street

HD = HEAVY DUTY

- 20-50 percent clamp load increase*
- Most popular
- Stock to moderate pedal feel
- Recommended disc: street or race

XT = XTREME

- 50-120 percent clamp load increase*
- Moderate to stiff pedal feel
- Recommended disc: street or race

XX = MAXX XTREME

- 70-150 percent clamp load increase*
- Stiff to very stiff pedal feel
- Recommended disc: race street or race

**For application-specific clamp load increases, see the Pressure Plate Reference Chart in the Application Guide, or consult the ACT website.*



FLYWHEELS

STREETLITE

- Most popular
- Preferred for street and drag racing
- Improved throttle response and acceleration
- Considerably lighter than stock
- Most durable ACT flywheel available
- Good driveability

PROLITE

- Preferred for road or rally racing
- Quick throttle response and acceleration
- Lightest with lowest inertia
- Reduced driveability



STREET DISCS

MM = MODIFIED

- Recommended for street or occasional race use
- Quicker engagement
- Quiet operation
- Improved friction material

SS = PERFORMANCE

- Most popular
- Recommended for street and race use
- Quicker engagement and operation
- Best organic friction material
- Improved hub and burst strength

SD = RIGID HUB

- Recommended for street and race use
- Minimum weight for faster shifts
- Engagement is quick, smooth and precise
- Ultra-high burst strength
- Increased gear noise



RACE DISCS

G4 = 4-PAD

- Recommended for road racing
- Increased torque capacity and spline life
- Good durability and spline life
- Quiet operation, reduced driveline shock
- Harsh engagement, chatter

R4 = 4-PAD

- Recommended for drag and road racing
- Increased torque capacity
- Fastest shifts, low inertia
- Good durability, but shortened spline life
- Harsh engagement, chatter
- Gear noise

G6 = 6-PAD

- Most popular
- Recommended for road racing and high-powered street racing
- Increased torque capacity and spline life
- Very good durability and good spline life
- Quiet operation, reduced driveline shock
- Harsh engagement, chatter

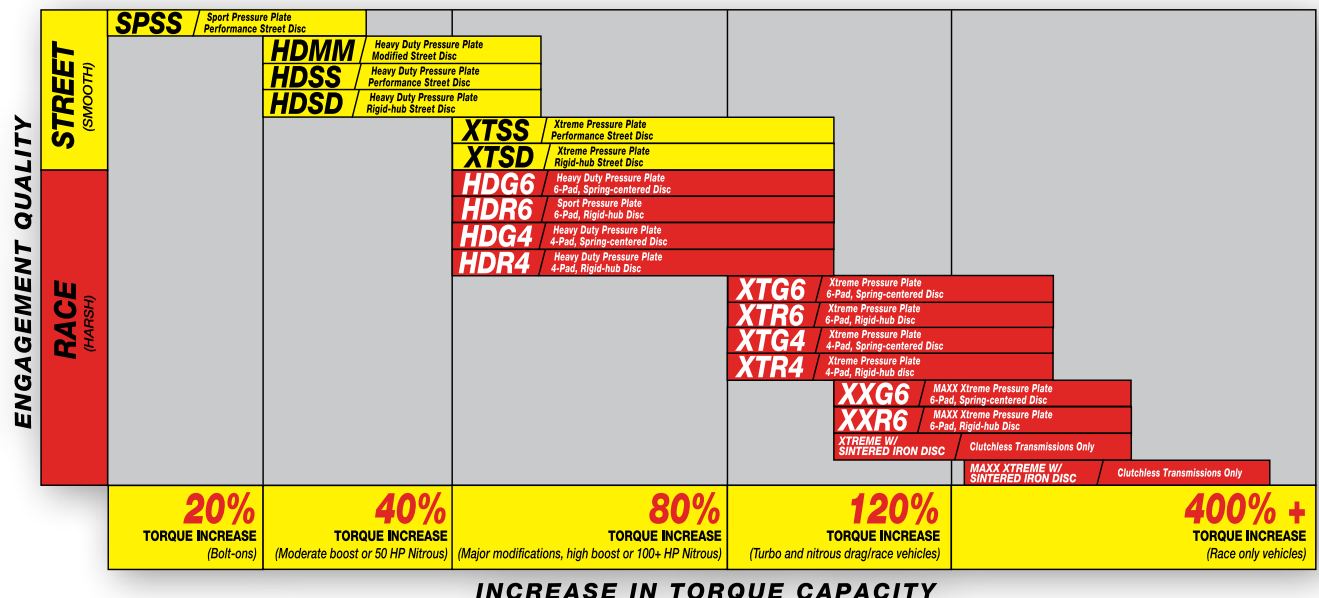
R6 = 6-PAD

- Recommended for drag and road racing
- Increased torque capacity
- Faster shifts, reduced inertia
- Very good durability, but shortened spline life
- Absorbs more heat than a 4-pad disc
- Harsh engagement, chatter
- Gear noise



SINTERED IRON

- Recommended for clutchless shifting, drag race transmissions only
- Very high torque capacity
- Extremely durable and heavy
- Harsh engagement, chatter
- Gear noise





CELEBRATING 20 YEARS

ACT's has been dedicated to providing the best customer service, quality and performance since 1994. This continued commitment has earned ACT an unparalleled reputation in the aftermarket industry.

Join the ACT team in celebrating 20 years in the performance clutch and flywheel market for the domestic, import, European and truck markets. It is with appreciation the ACT team thanks each and every customer who has shifted an ACT clutch.

