



PERFORMANCE CLUTCHES & FLYWHEELS 2008 CATALOG

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TABLE OF CONTENTS

AMC	Page
Street Clutches	4
Street/Strip Clutches	4

Buick	
Performance Clutch Kits	16
Street Clutches	4
Street/Strip Clutches	4

Chevrolet	
Performance Clutch Kits	17
Street Clutches	4-6
Street/Strip Clutches	4-6
Truck Clutch Kits	21

Chrysler-Dodge	
Performance Clutch Kits	18-19
Street Clutches	6-7
Street/Strip Clutches	6-7
Truck Clutch Kits	21-22

Ford	
Performance Clutch Kits	18-19
Street Clutches	7-10
Street/Strip Clutches	7-10
Truck Clutch Kits	22-24

GMC	
Street Clutches	10-11
Street/Strip Clutches	10-11
Truck Clutch Kits	24

Mercury	
Performance Clutch Kits	18
Street Clutches	11-12
Street/Strip Clutches	11-12

Oldsmobile	
Performance Clutch Kits	18
Street Clutches	12-13
Street/Strip Clutches	12-13

Plymouth	
Performance Clutch Kits	18
Street Clutches	13
Street/Strip Clutches	13

Pontiac	
Performance Clutch Kits	18-19
Street Clutches	13-15
Street/Strip Clutches	13-15

Aluminum Flywheels	26-27
---------------------------	-------

Clutch	Page
Cable Kit Mustang/Capri	31
Clutch Fork - Ford, GM	32
Fork Boot	32
Fork Pivot Ball - Adjustable Kits	32 16-19
Linkage	33
Pilot Tools	33

Fasteners	34
------------------	----

Flexplates	28-30
-------------------	-------

Flexplate Bolts	34
------------------------	----

Flywheels	26-28
------------------	-------

Flywheel Bolts	34
-----------------------	----

Flywheel Insert	28
------------------------	----

Installation Tips	40-42
--------------------------	-------

Marine Flywheels	28
-------------------------	----

Mark XII Pressure Plates	35-36
---------------------------------	-------

Pilot Bearing/Bushing	32
------------------------------	----

Pilot Alignment Tools	33
------------------------------	----

Pressure Plate Bolts	34
-----------------------------	----

Pressure Plate Mounting Specifications	43
---	----

Racing Clutches	35-39
------------------------	-------

Specialty Clutches	35-39
---------------------------	-------

Steel Flywheels	26-27
------------------------	-------

Street Clutches	2-15
------------------------	------

Street / Strip Clutches	3-15
--------------------------------	------

Technical Questions	40
----------------------------	----

Throw Out Bearings	31
---------------------------	----

Torque Converter Bolts	34
-------------------------------	----

Transmission Drain Plug	33
--------------------------------	----

Truck Clutch Kits	20-25
--------------------------	-------

Numerical Index	44
------------------------	----

CATALOG OVERVIEW

STREET CLUTCHES- PRESSURE PLATES & DISCS

Pages 2-15

Hays Street Performance Clutches exceed OEM specifications, and feature value and performance at an economical price. For clean, smooth engagement, crisper shifts and more driving enjoyment without excessive pedal pressures in your daily street driven vehicle, use the Hays Street Performance Clutch.



STREET/STRIP CLUTCHES- PRESSURE PLATES & DISCS

Pages 3-15

Designed for high-performance and drag racing. The Street/Strip Pressure Plates have heavier springs and most have centrifugal assists to reduce slippage, and the discs feature a higher burst strength lining material.



PERFORMANCE CLUTCH KITS

Pages 16-19

Each kit is engineered and built as a matched assembly and includes a pressure plate, disc, throw-out bearing, Ultra-Seal pressure plate bolt kit and a clutch alignment tool, all conveniently packaged in one box. These matched clutch kits eliminate the problem of choosing individual components and help ensure maximum performance, durability and long-term dependability.



SUPER-TRUCK® CLUTCH KITS

Pages 20-25

The Hays SUPER-TRUCK® line is specifically designed for severe usage; every unit is built to withstand extreme conditions and overuse. Hays SUPER-TRUCK® Clutch Kits are made in the U.S.A. and feature all-new parts, not remanufactured. SUPER-TRUCK® can significantly extend the service life of clutches used in off-roading, towing, snow plowing, and performance street trucks.



FLYWHEELS & FLEXPLATES

Pages 26-30

Available in steel or aluminum, in a variety of weights, applications and clutch patterns. All flywheels and flexplates meet or exceed SFI specifications.



CLUTCH ACCESSORIES

Pages 32-34

Hays has a complete line of clutch accessories including throwout bearings, clutch linkage, bolt kits, transmission adapters and more.



SPECIALTY RACING CLUTCHES

Pages 35-39

Hays can design and engineer single or multi-disc specialty clutches for most classes of competition, including drag and circle track racing, tractor pulling, off road and drag boat racing. To order a specialty clutch or for technical assistance and pricing information, please contact our Hays Specialty Clutch Department at 216.658.6313 between the hours of 8:30 a.m. and 5:00 p.m. EST Monday through Friday.



GENERAL QUESTIONS and INSTALLATION INFORMATION

Pages 40-43

NUMERICAL INDEX

Page 44

STREET CLUTCHES



51-110

DIAPHRAGM PRESSURE PLATES DISPLAY BOX PACKAGED

An excellent upgrade from the stock unit, the Street Clutch far exceeds OE specifications in material, construction and performance. Light pedal pressure and quick release make this diaphragm clutch the most popular choice for today's street driven vehicles. Available for most GM and specific Ford applications.

DIAMETER	APPLICATION	PART NO.	STATIC PRESSURE
10"	Ford Passenger Car	51-120	1500
10.5"	General Motors	51-105	
10.5"	Ford Passenger Car	51-125	2300
11"	General Motors	51-110	
11"	Ford Truck - Hydraulic	51-140	1900



50-105

BORG & BECK PRESSURE PLATES

DISPLAY BOX PACKAGED

One of the earliest clutch designs but still among the most popular, the Hays Borg & Beck Three Finger Street Clutches utilize 12 heavy-duty coil springs to exert maximum pressure on the disc. These pressure plates are assembled without roller assist to minimize pedal pressure at high RPM. Recommended as a street performance replacement for AMC, General Motors and Mopar applications that are equipped with a Borg & Beck style clutch.

DIAMETER	APPLICATION	PART NO.	STATIC PRESSURE
10.5"	GM & Mopar, AMC	50-105	2400
11"	GM & Mopar, AMC	50-110	2400
12"	GM & Mopar, AMC	50-120	2500



52-105

LONG-STYLE PRESSURE PLATES DISPLAY BOX PACKAGED

Long-style clutches are primarily used in Ford powered vehicles. The Hays Long-Style Street Clutch with its familiar triangular shape utilizes nine heavy-duty coil springs behind the pressure ring to provide the ultimate grip and thrust for most street enthusiast applications. Designed as a direct fit replacement and performance upgrade for Ford and Mercury vehicles.

DIAMETER	APPLICATION	PART NO.	STATIC PRESSURE
10.5"	Ford, Mercury	52-105	2100
11"	Ford, Mercury	52-110	2100



55-111

STREET DISCS DISPLAY BOX PACKAGED

Hays street clutch discs are designed to provide clean, smooth engagement and provide a significant performance increase without sacrificing streetability. These discs feature organic friction material that is riveted to a Marcel* backing, and a sprung center hub to absorb driveline torque, eliminating shock and vibration to ensure chatter-free engagement.

* Marcel - A crimped plate between the friction materials that acts as a shock absorber.

DIAMETER.	SPLINE	PART NO.	DIAMETER	SPLINE	PART NO.
10"	1-1/16-10	55-102	11"	1-1/16-10	55-108
10.5"	1-23	55-104	11"	1-23	55-205
10.5"	1-1/16-10	55-107	11"	1-1/8-10	55-212
10.5"	1-1/8-10	55-111	11"	1-1/8-26	55-221
10.5"	1-1/8-26	55-121	12"	1-1/8-10	55-310

TECH TIP

Q: What is static pressure?

A: Static pressure refers to the amount of base pressure, in pounds, exerted to the pressure ring by the internal springs when the clutch is engaged.

TECH TIP

Q: What is centrifugal or roller assist?

A: Certain Hays pressure plates feature centrifugal assist for increasing pressure plate load to prevent slipping and high RPM plate/disc separation. The Borg & Beck design utilizes rollers inside the cover that are forced to the outside under centrifugal force to increase plate load as RPM increase. Certain Long-Style pressure plates use levers that have extra weights on the levers to provide centrifugal assist.

STREET/STRIP CLUTCHES

DIAPHRAGM PRESSURE PLATES DISPLAY BOX PACKAGED

This clutch features a heavy-duty cover to minimize flex and ensure strength and stability, and is assembled with a ductile iron pressure ring and high cone Belleville spring. The Hays Street/Strip Diaphragm Pressure Plate offers light pedal pressure and a quick, clean release for precise gear changes with positive engagement to handle the horsepower of most high performance vehicles.

DIAMETER	APPLICATION	PART NO.	STATIC PRESSURE
10.5"	GM	33-610	2750
11"	GM	34-618	2750
10.5"	FORD	33-150	2750
11"	FORD	33-160	2750



33-610



33-160

BORG & BECK PRESSURE PLATES

DISPLAY BOX PACKAGED

The Three Finger Borg & Beck Style Pressure Plate is the most popular dual purpose clutch in the Hays line. These pressure plates feature a 3-roller assist for applications that adds 850 lbs. plate load at 6000 RPM, and are recommended for use in shifting up to 7000 RPM.

Assembled with 12 premium quality silicone springs, heavy-duty eye bolts, ductile iron pressure ring, and heavy-duty cover to provide all the necessary strength needed for high performance street or strip applications.

DIAMETER	PART NO.	STATIC PRESSURE	CENTRIFUGAL ASSIST
10.5"	30-012	2750	3 roller
11"	31-212	2750	3 roller



31-212

LONG-STYLE PRESSURE PLATES

DISPLAY BOX PACKAGED

The Hays Long-Style Pressure Plate is one of the most advanced designs available. This performance clutch features forged and heat-treated heavy-duty quick ratio levers to allow quicker release of the disc for more positive gear changes. Assembled with a heavy-duty reinforced cover, 9 premium quality silicone steel springs, special alloy eye bolts, and ductile iron pressure ring, make this clutch unequaled in performance on the street or at the track. Recommended for use in many high performance Ford applications.

DIAMETER	PART NO.	STATIC PRESSURE
10.5 "	36-124	2400
11"	37-220	2400



37-220

STREET/STRIP DISCS DISPLAY BOX PACKAGED

This performance clutch disc is engineered specifically for high horsepower street vehicles in addition to occasional dragstrip use. Manufactured with premium quality, high burst strength woven lining to withstand heat and higher engine RPM, and riveted to a Marcel* backing and heavy-duty sprung hub assembly to allow smooth engagement and steady torque transfer without chatter.

* Marcel - A crimped plate between the friction materials that acts as a shock absorber.

DIAMETER	SPLINE	PART NO.
10.5"	1-23	40-104
10.5"	1-1/16-10	40-107
10.5"	1-1/16-10 Mustang	40-150
10.5"	1-1/8-10	40-111
10.5"	1-1/8-26	40-121
11"	1-1/16-10	40-108
11"	1-3/8-10	40-118
11"	1-23	40-205
11"	1-1/8-10	40-212
11"	1-3/16-18	40-220
11"	1-1/8-26	40-221
11"	1-1/16-10 Mustang	40-160



40-221

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
AMC AMC AMC AMC AMC AMC AMC										
EAGLE, KAMMBACK										
6 CYLINDER										
1981-86	4.2L 258 ENG.	BB	10.4	1 1/8-10	55-111	50-105	40-111	30-012(1)		
AMX, GREMLIN, HORNET, REBEL, JAVELIN, MARLIN, MATADOR										
8 CYLINDER										
1971-74	360,401 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)		
1957-72	327,343,360,390,401 ENG.	BB	10.4	1 1/8-10	55-111	50-105	40-111	30-012(1)		
BUICK BUICK BUICK BUICK BUICK BUICK										
APOLLO										
6 CYLINDER										
1974-75	250 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
CENTURY, REGAL-from1977										
6 CYLINDER										
1978-79	196, 231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
SKYLARK - FROM 1978										
6 CYLINDER										
1979	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1978	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
CENTURY, REGAL, SKYLARK - TO 1977										
6 CYLINDER										
1968-71	250 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1976	260 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1968-73	350 ENG. 3-SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-73	350 ENG. 4-SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-73	455 ENG. 4-SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1971	350 ENG. 3-SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1970-71	455 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1967-70	400 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1964-67	300 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967	340 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1966	401 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
CHEVROLET CHEVROLET CHEVROLET										
CAMARO, Z-28										
6 CYLINDER										
1980-81	3.8L 229 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1980-81	3.8L 231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1979	4.1L 250 ENG. W/FLAT FLYW	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977	231 ENG. 3-SPD. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977	250 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967-69	230 ENG. 3 SPD. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1998-02	5.7L 350 ENG. LS1	D	11	1 1/8-26	USE PERFORMANCE CLUTCH KIT 85-105					
1993-97	V8 350 (5.7L) LT-1/LT-4 CAMARO	D	11	1 1/8-26	USE PERFORMANCE CLUTCH KIT 85-125					
1982-91	5.0L 305 ENG. 4&5-SPD.	D	10.4	1 1/8-26	55-121	51-163	40-121	33-610(1)	70-101	70-201
1982-83	5.0L 305 ENG.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1)	70-101	70-201
1979-82	5.0L 305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1981	5.0L 305 ENG. (Z-28)	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1977-81	5.7L 350 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1977-79	5.7L 350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977-78	5.0L 305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977	305 ENG. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1976-77	305 ENG. 3-SPD. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1969-77	350 ENG. SAGINAW TRANS	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-77	350 ENG. M22 or T-10	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1977	400 ENG. 4-SPD. 4 BBL.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1969-73	307 ENG. 3-SPD. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971	396 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

2. NOT RECOMMENDED for use with cable or hydraulic clutch linkage.
BB=BORG & BECK L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
CHEVROLET CHEVROLET CHEVROLET										
CAMARO, Z-28										
8 CYLINDER										
1967-69	302-350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
CHEVELLE, MALIBU, EL CAMINO, MONTE CARLO										
6 CYLINDER										
1980-81	3.8L 229 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978-79	3.3L 200 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	3.8L 231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967-77	4.1L 250 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1966-69	230 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1979-81	5.0L 350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1979	4.4L 267 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	5.0L 305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1976-77	305 ENG. 3-SPD. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1969-75	350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1970-74	454 ENG. 4-SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1968-73	307 ENG. 3-SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1972	402 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1968-71	307 ENG. 4-SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971	350 ENG. 4 SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1971	396 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1971	400 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1965-71	350 ENG. MUNCIE TRANS	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1967-70	396 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1970	400 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1964-69	327 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1964-67	283 ENG. 3-SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1964-67	283 ENG. 4-SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1966	396 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
CHEVY II, NOVA, CONCOURS										
6 CYLINDER										
1978-79	4.1L 250 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967-77	250 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967-70	230 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1979	5.0L 305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	5.0L 305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977	302 ENG. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1976-77	305 ENG. 3 SPD. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1969-77	350 ENG. 3 SPD. 2&4 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1968-73	307 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971	396 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1967-70	396 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1964-69	327 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1957-64	283 ENG. BORG & BECK	BB	10.4	1 1/8-10	55-111	50-105	40-111	30-012(1)	70-101	70-201
1957-62	283 ENG. BORG & BECK	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)	70-101	70-201
CORVETTE										
8 CYLINDER										
1997-04	V8 350 (5.7L) CORVETTE LS1	D	11	1 1/8-26	USE PERFORMANCE CLUTCH KIT 85-105					
1984	5.7L 350 ENG.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1,2)	70-101	70-201
1981	350 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1978-80	ALL	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1978	ALL EXC.SPECIAL HIGH PERF.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1973-77	350 ENG. EXC. H.D. 4-SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1970-74	454 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1972	350 ENG. 4 BBL. W/4-SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1)	70-101	70-201

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

2. NOT RECOMMENDED for use with cable or hydraulic clutch linkage.
BB=BORG & BECK L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
CHEVROLET CHEVROLET CHEVROLET										
CORVETTE										
8 CYLINDER										
1970-71	350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1969-70	350 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1969	350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967-69	427 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1966-69	427 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1965-68	327 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967-68	350 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1966	427 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1963-64	327 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
LIGHT TRUCK, C, K, G, P10, P20, P30										
4 CYLINDER										
1963-65	153 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
6 CYLINDER										
1985-88	4.3L 262 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1,2)	70-101	70-201
1985-88	4.3L 262 ENG. OFF-ROAD	D	11	1 1/8-10			49-212(6)	34-618(1,2)	70-101	70-201
1979-84	4.1L 250 ENG. EXC. 4-SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1979-84	4.1L 250 EXC. 4-SPD OFF-ROAD	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1969-87	4.7L 292 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1969-87	4.7L 292 ENG. OFF-ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1981-84	4.1L 250 ENG. W/4-SPD. 3 Lever	BB	12	1 1/8-10	55-310	50-120			70-101	70-201
1972-78	250 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1972-78	250 ENG. OFF-ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1963-76	194, 230, 250 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1963-76	194, 230, 250 ENG. OFF-ROAD	D	10.4	1 1/8-10			49-111(6)	33-610(1)	70-101	70-201
1970	230 ENG. HEAVY-DUTY 3 Lever	BB	12	1 1/8-10	55-310	50-120			70-101	70-201
8 CYLINDER										
1985-88	5.0L 305 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1,2)	70-101	70-201
1985-88	5.0L 305 ENG. OFF-ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1,2)	70-101	70-201
1974-83	7.4L 454 ENG. 3 Lever	BB	12	1 1/8-10	55-310	50-120(2,5)			70-101	70-201
1979-83	5.0L 305 W/4-SPD. O.D. 3 Lever	BB	12	1 1/8-10	55-310	50-120(2,5)			70-101	70-201
1976-84	5.0L 305 ENG. EXC. 4-SPD O.D.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1976-84	5.0L 305 ENG. EXC. 4-SPD O.D.	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1979-83	5.7L 350 W/4-SPD. O.D. 3 Lever	BB	12	1 1/8-10	55-310	50-120(2,5)			70-101	70-201
1969-78	350 ENG. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
1978	400 ENG.	D	11	1 1/8-26	55-212	51-110	40-221	34-618(1)	70-101	70-201
1969-73	307 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1969-73	307 ENG. OFF-ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	
1970-73	396, 402 ENG. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
1970	350 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1970	350 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1969	396 ENG. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
1967-69	350 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1967-69	350 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1968	283 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1968	283 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1962-68	283 ENG. H.D. 3 Lever	BB	12	1 1/8-10	55-310	50-120			70-101	70-201
1963-67	283 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1963-67	283 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
CHRYSLER CHRYSLER - DODGE DODGE										
ASPEN, CHALLENGER, CHARGER, CORONET, DART, DIPLOMAT, DEMON, GTS, SUPER BEE										
8 CYLINDER										
1974-78	318 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1974	360 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	

1. Stock clutch linkage may require reinforcements.
 5. 12" clutch fits 11" Borg & Beck bolt pattern.
 D=DIAPHRAGM

2. NOT RECOMMENDED for use with cable or hydraulic clutch linkage.

BB=BORG & BECK

L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
CHRYSLER CHRYSLER - DODGE DODGE										
ASPEN, CHALLENGER, CHARGER, CORONET, DART, DIPLOMAT, DEMON, GTS, SUPER BEE										
8 CYLINDER										
1972-74	400 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1961-72	318 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1968-72	340 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1971	360 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1970-71	383 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1963-69	383 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1969	383 ENG. H.D.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
1961-67	318 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1965-66	273 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1966-72	426, 440 ENG.	BB	11	1 3/16-18		50-110	40-220	31-212(1)	70-112	
D, W, 100 THRU 350, RAMCHARGER										
6 CYLINDER										
1969-83	3.7L 225 ENG.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
8 CYLINDER										
1977-87	5.2L 318 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1986-87	5.2L 318 ENG.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
1971-87	5.8L 360 ENG.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
FORD FORD FORD FORD FORD FORD FORD										
FAIRLANE										
6 CYLINDER										
1969-70	250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1968-70	302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1968-70	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1968-69	390 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1966-67	390 ENG. GT H.D.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1966-67	289 ENG. 2 BBL.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1966-67	390 ENG. 2 BBL. STD.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1964-66	289 ENG. 2 BBL. STD.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1963-65	289 ENG. H.D.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1963-64	260 ENG. STD. & H.D.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
FAIRMONT, MAVERICK										
6 CYLINDER										
1971-77	4.1L 250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1979	5.0L 302 ENG. DIAPH	D	10	1 1/16-10	55-102	51-120				70-226
1973-77	5.0L 302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
FALCON										
8 CYLINDER										
1968-70	302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1968-69	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1965-67	289 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1964	260 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
GALAXIE										
6 CYLINDER										
1963-70	240 ENG. H.D. & O.D.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
8 CYLINDER										
1970-72	351 ENG. 3 & 4-SPD. 4 BBL.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1968-71	302 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1965-70	390 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1964-67	289 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1963-65	352 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1963	406 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

4. 10 1/2" clutch fits 10" bolt pattern.
BB=BORG & BECK

L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
FORD FORD FORD FORD FORD FORD FORD										
GRANADA, LTD										
6 CYLINDER										
1977-80	4.1L 250 ENG.	D	10	1 1/16-10	55-102	51-120				70-226
8 CYLINDER										
1975-79	5.0L 302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
MUSTANG, MUSTANG II										
6 CYLINDER										
1969-73	250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
2001-04	4.6L ENG. *	D	11	1-1/16-10			40-160	33-160		70-230
1996-01	4.6L ENG. *	D	10.4	1-1/16-10			40-150	33-150		70-226
1986-95	5.0L 302 ENG *	D	10.4	1-1/16-10	55-107	51-125	40-150	33-150		70-226
1979-85	5.0L 302 ENG.*	D	10	1 1/16-10	55-102	51-120				70-226
1976-78	5.0L 302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1968-73	302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1972-73	351 C.J. ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1971-72	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1970	302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1968-70	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1965-69	289 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1966-67	390 ENG. GT	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
RANCHERO										
6 CYLINDER										
1970-73	250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1970-74	351 ENG. 3-SPD.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1970-73	302 ENG. 3-SPD.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1967-69	390 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
TORINO										
6 CYLINDER										
1970-73	250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1973-74	302 ENG. 3-SPD. H.D.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1972-74	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1969-73	302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1969-71	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
BRONCO										
6 CYLINDER										
1988-92	4.9L 300 ENG. 4-SPD	-	10	1 1/16-10	55-102					
1983-87	4.9L 300 ENG.	-	10	1 1/16-10	55-102					
1983	3.7L 230 ENG.	-	10	1 1/16-10	55-102					
1980-83	4.9L 300 ENG.	-	11	1 1/16-10	55-108					
1981-82	3.7L 230 ENG.	-	10	1 1/16-10	55-102					
8 CYLINDER										
1988-92	5.8L 351 ENG.	D	11	1 1/16-10	55-108	51-140				
1988-92	5.0L 302 ENG.	D	11	1 1/16-10	55-108	51-140				
1986-87	5.0L 302 ENG.	D	11	1 1/16-10	55-108	51-140				
1983-85	5.0L 302 ENG.	-	10	1 1/16-10	55-102					
1983-85	5.8L 351 ENG.	-	10	1 1/16-10	55-102					
1983	5.0L 302 ENG.	-	11	1 1/16-10	55-108					70-230
1983	5.8L 351 ENG.	-	11	1 1/16-10	55-108					70-230
1981-82	4.1L 255 ENG.	-	10	1 1/16-10	55-102					70-230
1980-82	5.0L 302 ENG.	-	11	1 1/16-10	55-108					70-230
1981-82	5.8L 351 ENG.	-	11	1 1/16-10	55-108					70-230
1978-80	5.8L 351 ENG.	D	11	1 1/16-10	55-108	51-110	40-108	34-618(1)	70-115	70-230
1962-77	5.0L 302 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230

1. Stock clutch linkage may require reinforcements.

D=DIAPHRAGM

* See Page 31 for adjustable clutch cable kit

4. 10 1/2" clutch fits 10" bolt pattern.

BB=BORG & BECK

L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
FORD FORD FORD FORD FORD FORD FORD										
E-SERIES										
6 CYLINDER										
1983-87	4.9L 300 (UNDER 8500 GVW)	-	10	1 1/16-10	55-102					
1983	E350 4.9L 300 ENG.	-	11	1 1/16-10	55-108					
1980-82	E100, 150, 350 4.9L 300 ENG.	-	11	1 1/16-10	55-108					70-230
1981-82	E100, 150 4.9L 300 ENG.	-	10	1 1/16-10	55-102					70-230
1978-79	4.9L 300 ENG.	-	11	1 1/16-10	55-108					70-230
1977	4.9L 300 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1973-76	300 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1972-76	240 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1965-71	240 ENG. 3-SPD. STD.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1968-71	240 ENG. 3-SPD. H.D.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
8 CYLINDER										
1983-86	E100, 150, 250 5.0L 302	-	10	1 1/16-10	55-102					
1984-85	5.8L 351 ENG.	-	10	1 1/16-10	55-102					
1983	E350 5.0L 302 ENG.	-	11	1 1/16-10	55-108					
1981-82	E100, 150, 5.0L 302 ENG.	-	10	1 1/16-10	55-102					70-230
1981-82	E100,150,250,350,5.0L 302 ENG.	-	11	1 1/16-10	55-108					70-230
1979	5.0L 302 ENG.	-	11	1 1/16-10	55-108					70-230
1978-79	5.8L 351 ENG.	-	11	1 1/16-10	55-108					70-230
1975-77	5.8L 351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1968-76	302 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
F-SERIES										
6 CYLINDER										
1988-92	4.9L 300 ENG. 4SPD	-	10	1 1/16-10	55-102					
1988-92	4.9L 300 ENG. 5SPD	-	10	1 1/16-10	55-102					
1984-87	4.9L 300 ENG. OVER 8500 GVW	D	11	1 1/16-10	55-108	51-140				
1983-86	4.9L 300 ENG. UNDER 8500 GVW	-	10	1 1/16-10	55-102					
1983	3.7L 230 ENG.	-	10	1 1/16-10	55-102					
1983	4.9L 300 ENG.	-	11	1 1/16-10	55-108					
1981-82	3.7L 230 ENG.	-	10	1 1/16-10	55-102					70-230
1980-82	4.9L 300 ENG.	-	11	1 1/16-10	55-108					70-230
1980-82	F100, 150 4.9L 300 ENG.	-	10	1 1/16-10	55-102					70-230
1977-79	4.9L 300 ENG. FROM Y80,001	-	11	1 1/16-10	55-108				70-115	70-230
1977	4.9L 300 ENG. TO Y80,000	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1966-76	240 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1965-76	300 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1965	240 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1988-92	5.8L 351 ENG.	D	11	1 1/16-10	55-108	51-140				
1988-92	5.0L 302 ENG.	D	11	1 1/16-10	55-108	51-140				
1987	5.0L 302 ENG.	D	11	1 1/16-10	55-108	51-140				
1986-87	5.8L 351 ENG.	D	11	1 1/16-10	55-108	51-140				
1984-87	7.5L 460 ENG.	D	11	1 1/16-10	55-108	51-140				
1986	5.0L 302 ENG.	D	11	1 1/16-10	55-108	51-140				
1983-85	F150, 250, 5.0L 302 ENG.	-	10	1 1/16-10	55-102					
1983-85	5.8L 351 ENG. UNDER 8500 GVW	-	10	1 1/16-10	55-102					
1983-85	5.8L 351 ENG. OVER 8500 GVW	D	11	1 1/16-10	55-108	51-140				
1983	F350 5.0L 302 ENG.	-	11	1 1/16-10	55-108					
1983	5.8L 351 ENG.	-	11	1 1/16-10	55-108					
1980-82	5.0L 302 ENG.	-	10	1 1/16-10	55-102					70-226
1980-82	5.0L 302 ENG.	-	11	1 1/16-10	55-108					70-226
1981-82	5.8L 351 ENG.	-	11	1 1/16-10	55-108					70-226
1980	5.8L 351 ENG.	-	11	1 1/16-10	55-108					70-226
1977-79	5.0L 302 FROM Y80,001	-	11	1 1/16-10	55-108					70-226

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

4. 10 1/2" clutch fits 10" bolt pattern.
BB=BORG & BECK L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
FORD FORD FORD FORD FORD FORD FORD										
1977-79	5.8L 351 ENG.	D	11	1 1/16-10	55-108	51-110	40-108	34-618(1)	70-115	70-230
1970-77	5.0L 302 ENG. TO Y80,000	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1968-76	360 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1966-71	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1965-68	358 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
GMC GMC GMC GMC GMC GMC GMC GMC GMC										
LIGHT TRUCK C, K, G, P15, 25, 35 SERIES										
4 CYLINDER										
1963-65	153 ENG.	BB	10.4	1 1/8-10	55-111	50-105	40-111	30-012(1)	70-101	70-201
6 CYLINDER										
1985-90	4.7L 292 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1,2)	70-101	70-201
1979-84	4.1L 250 ENG. EXC. 4-SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1969-84	4.7L 292 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1981-84	4.1L 250 ENG. W/4-SPD. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
1972-78	250 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1963-76	194, 230, 250 ENG.	BB	10.4	1 1/8-10	55-111	50-105	40-111	30-012(1)	70-101	70-201
1970	230 ENG. HEAVY-DUTY 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
8 CYLINDER										
1985-91	5.0L 305 ENG. (TO 1/91)	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1,2)	70-101	70-201
1974-83	454 ENG. (3 Lever)	BB	12	1 1/8-10	55-310	50-120(2,5)			70-101	70-201
1979-83	5.0L 305 ENG. 4-SPD OD3 Lever	BB	12	1 1/8-10	55-310	50-120(2,5)			70-101	70-201
1976-84	5.0L 305 ENG. 4-SPD. O.D.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1976-84	5.0L 305 4-SPD. O.D. OFF-ROAD	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1979-83	5.7L 350 ENG. 4SPD.OD 3 Lever	BB	12	1 1/8-10	55-310	50-120(2,5)			70-101	70-201
1972-78	350 ENG. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
1969-78	350 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1969-78	350 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1978	400 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1969-73	307 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1969-73	307 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1970-73	396, 402 ENG. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
1970	350 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1970	350 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1969	396 ENG. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
1967-69	350 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1967-69	350 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1968	283 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1968	283 ENG. OFF ROAD USE	D	11	1 1/8-10			49-212(6)	34-618(1)	70-101	70-201
1962-68	283 ENG. H.D. 3 Lever	BB	12	1 1/8-10	55-310	50-120(1,5)			70-101	70-201
CABALLERO, SPRINT										
6 CYLINDER										
1980-81	3.8L 229 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1979	3.3L 200 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	3.3L 200 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	3.8L 231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1979-81	5.0L 305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	5.0L 305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	5.7L 350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1975-77	260 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1976-77	350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-75	350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-74	454 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1971-73	307 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201

1. Stock clutch linkage may require reinforcements.
 5. 12" clutch fits 11" Borg & Beck bolt pattern.
 D=DIAPHRAGM

2. NOT RECOMMENDED for use with cable or hydraulic clutch linkage.

BB=BORG & BECK

L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING		
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning	
GMC GMC GMC GMC GMC GMC GMC											
CABALLERO, SPRINT											
8 CYLINDER											
1972	402 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201	
1971	400 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201	
JEEP JEEP JEEP JEEP JEEP JEEP JEEP											
CJ SERIES, CHEROKEE, WAGONEER, WRANGLER											
6 CYLINDER											
1986-91	4.2L ENG. EXC. 86-87 CHEROKEE	-	10.5	1 1/8-10	55-111						
1986-91	4.0L ENG. EXC. 86-87 CHEROKEE	-	10.5	1 1/8-10	55-111						
1986-87	4.0L, 4.2L ENG. CHEROKEE ONLY	-	10.5	1 1/8-10	55-111					70-230	
1982-85	4.2L 258 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)		70-230	
1980-81	4.2L 258 ENG: CJ'S	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)		70-230	
1978-81	4.2L 258 CHEROKEE,WAGONEER	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1976-79	4.2L 258 ENG. CJ'S	D	10.5	1 1/16-10	55-107	51-163	40-107			70-230	
1976-78	3.7L 232 ENG. CJ'S	D	10.5	1 1/16-10	55-107	51-163	40-107			70-230	
1978	3.7L 232 CHEROKEE,WAGONEER	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1976-77	3.7L, 4.2L CHEROKEE,WAGONEER	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1962-75	3.7L 232 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1974-75	4.2L 258 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1966-71	225 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
8 CYLINDER											
1974-84	5.9L 360 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1980-83	5.0L 304 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)		70-230	
1976-79	5.0L 304 ENG.	BB	10.5	1 1/16-10	55-107	50-105	40-107	30-012(1)		70-230	
1974-79	5.9L 360 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1974-78	6.5L 401 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1971-75	304 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1968-71	304 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1965-68	327 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)	70-101	70-201	
LIGHT TRUCKS											
6 CYLINDER											
1986-88	4.0L 242 & 4.2L 258 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1982-85	4.2L 258 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)		70-230	
1978-81	4.2L 258 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1978	3.7L 232 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1974-77	3.7L 232 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1974-77	4.2L 258 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1973	258 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1966-72	230 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
1966-72	232 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)			
8 CYLINDER											
1980-83	5.9L 360 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)	70-230		
1974-78	5.9L 360 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1974-78	6.5L 401 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1971-76	304 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1968-71	350 ENG.	BB	11	1 1/8-10	55-212	50-110	40-212	31-212(1)			
1955-68	327 ENG.	BB	10.5	1 1/8-10	55-111	50-105	40-111	30-012(1)	70-101	70-201	
MERCURY MERCURY MERCURY MERCURY											
BROUGHAM, CALIENTE, CUSTOM, CYCLONE, PARK LANE, MARQUIS, MONTCLAIR, MONTEREY											
8 CYLINDER											
1971	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230	
1963-70	390 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230	
1963	406 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230	

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

BB=BORG & BECK

L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
MERCURY MERCURY MERCURY MERCURY										
CAPRI										
8 CYLINDER										
1986-88	5.0L 302 ENG.	D	10.5	1 1/16-10	55-107	51-125	40-107	33-150		70-226
1979-85	5.0L 302 ENG. DIAPH	D	10	1 1/16-10	55-102	51-120				70-226
COMET										
6 CYLINDER										
1974-77	250 ENG. 3-SPD.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1968-77	302 ENG. 2 BBL.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1968-69	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1968-69	390 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1966-67	289 ENG.	L	10	1 1/16-10	55-107(4)	52-105 (4)	40-107(4)	36-124(1,4)	70-115	70-230
1966-67	390 ENG. 2 BBL. STD.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1963-64	260 ENG.	L	10	1 1/16-10	55-107(4)	52-105 (4)	40-107(4)	36-124(1,4)	70-115	70-230
1963	221 ENG.	L	10	1 1/16-10	55-107(4)	52-105 (4)	40-107(4)	36-124(1,4)	70-115	70-230
COUGAR										
8 CYLINDER										
1968-73	302 ENG. 3-SPD.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1972-73	351 C J ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1968-72	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1968-69	390 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1967	289 ENG. 2 BBL.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
MONARCH										
6 CYLINDER										
1975-80	4.1L 250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1977-79	5.0L 302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
MONTEGO										
6 CYLINDER										
1969-73	250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1974	302 ENG. 3-SPD.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1972-74	351 C J ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1969-73	302 ENG. 3-SPD.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1969-70	351 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
1969	390 ENG.	L	11	1 1/16-10	55-108	52-110	40-108	37-220(1)	70-115	70-230
ZEPHYR										
6 CYLINDER										
1977	4.1L 250 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
8 CYLINDER										
1979	5.0L 302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
1977	5.0L 302 ENG.	L	10	1 1/16-10	55-107(4)	52-105(4)	40-107(4)	36-124(1,4)	70-115	70-230
OLDSMOBILE OLDSMOBILE OLDSMOBILE										
CUTLASS - FROM 1977										
6 CYLINDER										
1977-79	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1977-79	260 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1979	305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
OMEGA - FROM 1977										
6 CYLINDER										
1979	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1979	305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977-78	305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

4. 10 1/2" clutch fits 10" bolt pattern.
BB=BORG & BECK

L=LONG

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
OLDSMOBILE OLDSMOBILE OLDSMOBILE										
CUTLASS, STARFIRE OMEGA TO 1977										
6 CYLINDER										
1975-76	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1976	250 ENG. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1964-67	225 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1975-76	260 ENG. 2 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-74	350 ENG. 2 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-73	350 ENG. 2 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1)	70-101	70-201
1971-73	350 ENG. 4 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-73	350 ENG. 4 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1)	70-101	70-201
1968-73	455 ENG. 4 BBL. 3 & 4 SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1971-73	350 ENG. W31 4 BBL. 4 SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1971-73	455 ENG. 4 BBL. 4 SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1968-73	455 ENG. 4 BBL. 3 & 4 SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1968-70	350 ENG. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1966-70	400 ENG. W30	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1965-67	330 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1965-67	330 ENG. H.D.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1966-67	435 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
PLYMOUTH PLYMOUTH PLYMOUTH										
BARRACUDA, BELVEDERE, DUSTER, FURY, GRAN FURY, GTX, ROADRUNNER, SATELLITE										
8 CYLINDER										
1961-78	273, 318, 360 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1973	340 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1963-72	340, 383, 426 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1968-69	383 ENG.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
1964-69	273 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1960-68	318 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1966-72	426, 440 ENG.	BB	11	1 3/16-18		50-110	40-220	31-212(1)	70-112	
LIGHT TRUCK, TRAILDUSTER VOYAGER										
6 CYLINDER										
1974-83	3.7L 225 ENG.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
8 CYLINDER										
1977-86	5.2L 318 ENG.	BB	10.5	1-23	55-104	50-105	40-104	30-012(1)	70-110	
1974-86	5.2L 318 ENG.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
1974-86	5.8L 360 ENG.	BB	11	1-23	55-205	50-110	40-205	31-212(1)	70-110	
PONTIAC PONTIAC PONTIAC PONTIAC										
FIREBIRD, FORMULA, TRANS AM										
6 CYLINDER										
1979-81	3.8L 229, 231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1978	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1977	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1970-76	250 ENG. 1 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1968-69	250 ENG. 1 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1968-69	250 ENG. 4 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967	250 ENG. 1 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967	250 ENG. 4 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1998-02	V8 350 (5.7L) FIREBIRD LS1	D	11	1 1/8-26	USE PERFORMANCE CLUTCH KIT 85-105					
1993-97	V8 350 (5.7L) LT-1/LT-4 FIREBIRD	D	11	1 1/8-26	USE PERFORMANCE CLUTCH KIT 85-125					
1982-91	5.0L 305 ENG. 4 & 5 SPD.	D	10.4	1 1/8-26	55-121	51-163	40-121	33-610(1,2)	70-101	70-201
1979-82	5.0L 305 ENG. 4 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1981	5.0L 305 ENG. (EXC. CALIF)	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1,2)	70-101	70-201
1981	5.0L 305 ENG. (CALIF ONLY)	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1,2)	70-101	70-201
1980	4.9L 301 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1979	4.9L 301 ENG.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1,2)	70-101	70-201
1977-79	400 ENG.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1,2)	70-101	70-201
1977-78	305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
PONTIAC PONTIAC PONTIAC PONTIAC										
FIREBIRD, FORMULA, TRANS AM										
8 CYLINDER										
1978	350 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1977	301 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1975-77	350 & 400 ENG. 4 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1,2)	70-101	70-201
1968-77	350 ENG. 2 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1971-77	350 & 400 ENG. 4 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1,2)	70-101	70-201
1973-76	455 ENG. 4 BBL. 4 SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1,2)	70-101	70-201
1971-74	350 ENG. 2 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1,2)	70-101	70-201
1969-71	350 ENG. HIGH OUTPUT	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1967-68	400 ENG. 3 & 4 SPD. RAM AIR	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
1967	327 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1,2)	70-101	70-201
GRAND PRIX, GRANDVILLE, BONNEVILLE, CATALINA										
6 CYLINDER										
1966-67	230 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1966-67	230 ENG. H.D.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1964-65	215 ENG. H.D.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1970-72	350 ENG. 3 & 4 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-72	350 ENG. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1)	70-101	70-201
1970-72	400 ENG. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1971-72	400 ENG. 4 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1)	70-101	70-201
1971-72	455 ENG. 4 SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1970-71	455 ENG. 3 SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1967-70	400 ENG. H.D.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1967-69	400 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1967-69	428 ENG.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1963-67	326 ENG. STD. & H.D.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1963-66	389 ENG. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1965-66	389 ENG. 4 BBL.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
GTO										
8 CYLINDER										
2004	V8 350 (5.7L) ENG. GTO	D	11	1 1/8-26	USE PERFORMANCE CLUTCH KIT 85-105					
1971-74	400 ENG. 4 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610(1)	70-101	70-201
1971-73	455 ENG. 4 SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618(1)	70-101	70-201
1969-72	400 ENG. 4 BBL. 3 & 4 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1970	455 ENG. 4 BBL. 3 SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618(1)	70-101	70-201
1967-68	400 ENG. 3 & 4 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1965-66	389 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
LeMANS FROM 1976										
6 CYLINDER										
1977-79	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1979	260 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
1979	301 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
PHOENIX										
6 CYLINDER										
1978-79	231 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201
8 CYLINDER										
1978-79	305 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610(1)	70-101	70-201

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

2. NOT RECOMMENDED for use with cable or hydraulic clutch linkage.
BB=BORG & BECK

STREET and STREET/STRIP CLUTCHES

Year	APPLICATION	CLUTCH			STREET PERFORMANCE		STREET/STRIP HEAVY-DUTY		THROWOUT BEARING	
		Type	Size	Spline	Disc	Pressure Plate	Disc	Pressure Plate	High Perform.	Self-Aligning
PONTIAC PONTIAC PONTIAC PONTIAC										
TEMPEST, LeMANS, T37, GRAND AM, VENTURA, SAFARI										
6 CYLINDER										
1970-76	250 ENG. 1 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1968-69	250 ENG. 1 BBL & 4 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1966-67	230 ENG. STD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1966-67	230 ENG. H.D.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1964-65	225 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1964-65	215 ENG.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
8 CYLINDER										
1977	305 ENG. 2 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1968-77	350 ENG. 2 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1975-77	350 ENG. 2 & 4 BBL. 3 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610 (1)	70-101	70-201
1971-77	400 ENG. 4 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610 (1)	70-101	70-201
1975-76	260 ENG. 2 BBL. 3 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1971-74	350 ENG. 2 BBL. 4 SPD.	D	10.4	1 1/8-26	55-121	51-105	40-121	33-610 (1)	70-101	70-201
1971-73	455 ENG. 4 SPD.	D	11	1 1/8-26	55-221	51-110	40-221	34-618 (1)	70-101	70-201
1969-72	400 ENG. 3 & 4 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1970-71	455 ENG. 4 BBL. 3 SPD.	D	11	1 1/8-10	55-212	51-110	40-212	34-618 (1)	70-101	70-201
1968-69	350 ENG. HIGH OUTPUT	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1967-68	400 ENG. 3 & 4 SPD.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1963-67	326 ENG. STD. & H.D.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1964-66	389 ENG. 2 BBL.	D	10.4	1 1/8-10	55-111	51-105	40-111	33-610 (1)	70-101	70-201
1965-66	389 ENG. 4 BBL.	D	11	1 1/8-10	55-212	51-110	40-212	34-618 (1)	70-101	70-201

1. Stock clutch linkage may require reinforcements.
D=DIAPHRAGM

BB=BORG & BECK



PERFORMANCE CLUTCH KITS

85-100

Camaro
Firebird
Corvette



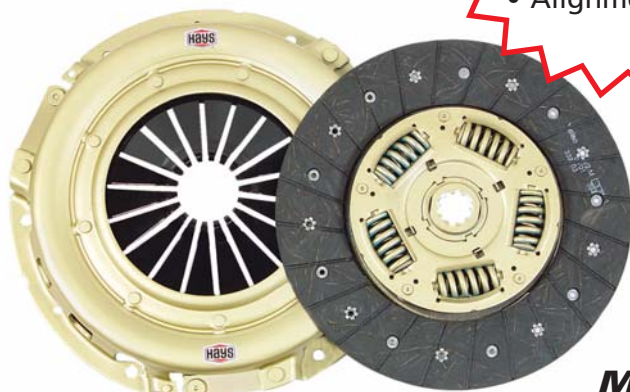
**EACH
KIT INCLUDES:**

- Pressure Plate
- Disc
- T/O Bearing
- Alignment Tool



85-300

Chrysler



85-411

Mustang



85-202

Ford

MATCHED ASSEMBLIES FOR MAXIMUM RELIABILITY

BOX PACKAGED

Engineered and built as a matched assembly, each kit will provide exceptional performance, durability and long term dependability. Kits designed for street and street strip applications to fit popular Chrysler, Ford and GM vehicles.

Year	APPLICATION	CLUTCH				Pressure Plate Number	Disc Number	Throwout Bearing Number
		Type	Size	Spline	Kit Number			
STREET KITS								
BUICK								
1978-79	V6 196 ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1978-81	V6 231 (3.8L) EXC. SKYHAWK	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1966-67	V8 340 ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1968-73	V8 350 ENG. 3-SPD.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1968-73	3 SPD. HEAVY-DUTY	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1967-69	V8 400, 430 ENGS.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1970-73	V8 455 ENG. 10 SPL.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1970-73	V8 455 ENG. 26 SPL.	D	11	1 1/8-26	85-112	51-110	55-221	70-101

D=DIAPHRAGM

BB=BORG & BECK

L=LONG

PERFORMANCE CLUTCH KITS

Year	APPLICATION	CLUTCH				Pressure Plate Number	Disc Number	Throwout Bearing Number
		Type	Size	Spline	Kit Number			
STREET KITS (Cont.)								
CHEVROLET								
1978-79	V6 200 ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1980-81	V6 229K (3.8L) ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1978-80	V6 231A (3.8L) EXC. MONZA	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1971-79	V6 250 ENG. 10.5"	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1971-79	V6 250 ENG. 11"	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1955-56	V8 265 ENG. 11"	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1979-80	V8 267 (4.4L) ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1957-67	V8 283 ENG. 10.5"	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1967-69	V8 302 ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1984-88	V8 305 (5.0L) ENG.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1976-83	V8 305(5.0L) EXC. MONZA 10 SPL	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
		D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1976-83	Z28 HI-PERF. 26 SPL.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
1968-73	V8 307 ENG. 4-SPD.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1962-69	V8 327 ENG. 10.5"	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1962-69	V8 327 ENG. 11"	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1993-97	V8 350 (5.7L) LT-1/LT-4 CAMARO	D	11	1 1/8-26	85-125	N/A	N/A	N/A
1998-2002	V8 350 (5.7L) CAMARO LS1	D	11	1 1/8-26	85-105	N/A	N/A	N/A
1997-2004	V8 350 (5.7L) CORVETTE LS1	D	11	1 1/8-26	85-105	N/A	N/A	N/A
1984	V8 350 (5.7L) CORVETTE	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1967-81	V8 350 (5.7L) ENG. 10.5"	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
		D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1967-81	V8 350 (5.7L) 11" 10 SPL.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
1967-81	V8 350 (5.7L) 11" 10 SPL.	BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1967-81	V8 350 (5.7L) 11" 26 SPL.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
1965-69	V8 396 ENG. 10.5"	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1965-69	V8 396 ENG. 11"	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1970-72	V8 400, 402 ENGS. 10 SPL.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1970-72	V8 400, 402 ENGS. 26 SPL.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
1965	V8 409 ENG.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1961-64	V8 409 ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1966-69	V8 427 ENG. 10.5"	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1966-69	V8 427 ENG. 11"	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1970-74	V8 454 ENG. SINGLE PLATE	D	11	1 1/8-26	85-112	51-110	55-221	70-101

D=DIAPHRAGM

BB=BORG & BECK

L=LONG

PERFORMANCE CLUTCH KITS

Year	APPLICATION	CLUTCH				Pressure Plate Number	Disc Number	Throwout Bearing Number
		Type	Size	Spline	Kit Number			
STREET KITS (Cont.)								
CHRYSLER - DODGE - PLYMOUTH								
1965-80	V8 w/273, 318, 340 & 360	BB	10.5	1-23	85-300	50-105	55-104	70-110
1969-74	V8 360, 383, 400 ENG.	BB	11	1-23	85-310	50-110	55-205	70-110
FORD								
1964-68	V6 223 ENG. 10 SPL. H.D.	L	11	1 1/16-10	85-210	52-110	55-108	70-115
1965-72	V6 240 ENG. 11"	L	11	1 1/16-10	85-210	52-110	55-108	70-115
1963-69	V8 221, 260 289 ENGS.	L	10.5	1 1/16-10	85-202	52-105	55-107	70-115
1986-87	V8 302 ENG.*	D	10.5	1 1/16-10	85-201	51-125	55-107	70-115
1982-85	V8 302 (5.0L) MUSTANG II*	D	10	1 1/16-10	85-200	51-120	55-102	70-115
1979	V8 302 (5.0L) MUSTANG II*	D	10	1 1/16-10	85-200	51-120	55-102	70-115
1968-74	V8 302 ENG.	L	10.5	1 1/16-10	85-202	52-105	55-107	70-115
		L	11	1 1/16-10	85-210	52-110	55-108	70-115
1969-74	V8 351 ENG.	L	11	1 1/16-10	85-210	52-110	55-108	70-115
1963-65	V8 352 ENG.	L	11	1 1/16-10	85-210	52-110	55-108	70-115
1963-71	V8 390, 406 ENGS. 11"	L	11	1 1/16-10	85-210	52-110	55-108	70-115
1986-05	V8 4.6L & 5.0L MUSTANG	D	10.4	1 1/16-10	85-205	33-150	40-150	70-226
1986-05	V8 4.6L & 5.0L MUSTANG	D	11	1 1/16-10	85-411	33-160	40-160	70-226
MERCURY								
1968-74	V8 302, 351 ENGS. 11"	L	11	1 1/16-10	85-210	52-110	55-108	70-115
1963-70	V8 390, 406 ENGS. 11"	L	11	1 1/16-10	85-210	52-110	55-108	70-115
OLDSMOBILE								
1978-82	V6 231 (3.8L) EXC. STARFIRE	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1977-79	V8 305 EXC. STARFIRE	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1964-67	V8 330 ENG. 11"	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1968-73	V8 350 ENG. 10.5" 10 SPL.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1968-73	V8 350 ENG. 10.5" 26 SPL.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1968-73	V8 350 ENG. 11" 26 SPL.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
1975	V8 400 ENG.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
1965-69	V8 400 ENG.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1966-67	V8 427 ENG.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1968-73	V8 455 ENG. 10 SPL.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1968-73	V8 455 ENG. 26 SPL.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
PONTIAC								
1980-81	V6 229K (3.8L) ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1978-81	V6 231A (3.8L) (EXC. SUNBIRD)	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1968-69	V6 250 ENG. 10.5"	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1977-81	V8 301 (4.9L) ENG. 10 SPL.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1977-81	V8 301 (4.9L) ENG. 26 SPL.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1984-88	V8 305 (5.0L) ENG.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1980-83	V8 305 (5.0L) ENG. 10 SPL.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1980-83	V8 305 (5.0L) ENG. 26 SPL.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1980-83	TRANS AM HI-PERF. 26 SPL. 11"	D	11	1 1/8-26	85-112	51-110	55-221	70-101
2004	V8 350 (5.7L) ENG. GTO	D	11	1 1/8-26	85-105	N/A	N/A	N/A

D=DIAPHRAGM

BB=BORG & BECK

L=LONG

PERFORMANCE CLUTCH KITS

Year	APPLICATION	CLUTCH				Pressure Plate Number	Disc Number	Throwout Bearing Number
		Type	Size	Spline	Kit Number			
STREET KITS (Cont.)								
PONTIAC (cont'd)								
1977-79	V8 305 ENG. EXC. SUNBIRD	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1971-72	V8 307 ENG.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1993-97	V8 350 (5.7L) LT-1/LT-4 FIREBIRD	D	11	1 1/8-26	85-125	N/A	N/A	N/A
1998-2002	V8 350 (5.7L) FIREBIRD LS1	D	11	1 1/8-26	85-105	N/A	N/A	N/A
1968-77	V8 350 (5.7L) ENG. 10 SPL.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1968-77	V8 350 (5.7L) ENG. 26 SPL.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1963-66	V8 389 ENG. 11"	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1976-79	V8 400 ENG.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
		D	11	1 1/8-26	85-112	51-110	55-221	70-101
1969-75	V8 400 ENG. 10.5" 10 SPL.	D	10.5	1 1/8-10	85-100	51-105	55-111	70-101
		BB	10.5	1 1/8-10	85-101	50-105	55-111	70-101
1969-75	V8 400 ENG. 10.5" 26 SPL.	D	10.5	1 1/8-26	85-102	51-105	55-121	70-101
1969-75	V8 400 ENG. 11" 10 SPL.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1969-75	V8 400 ENG. 11" 26 SPL.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
1965-69	V8 421, 428 ENGS.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1970-76	V8 455 ENG. 3 SPD.	D	11	1 1/8-10	85-110	51-110	55-212	70-101
		BB	11	1 1/8-10	85-111	50-110	55-212	70-101
1970-76	V8 455 ENG. 4 SPD.	D	11	1 1/8-26	85-112	51-110	55-221	70-101
STREET/STRIP KITS								
CHRYSLER - MOPAR								
1961-74	273, 318, 340, 360, 383, 400	BB	10.5	1-23	85-301	30-012	40-104	70-110
		BB	11	1-23	85-311(7)	31-212(7)	40-205	70-110
FORD - MERCURY								
1963-79	221, 260, 289, 302, 351, 352, 390,406, 427, 428, 429, Mustang V8 5.0L/4.6L	L	10.5	1 1/16-10	85-203	36-124	40-107	70-115
		L	11	1 1/16-10	85-211	37-220	40-108	70-115
1986-04	Mustang V8 5.0L/4.6L	D	10.4	1-1/16-10	95-201	33-150	N/A	70-226
GENERAL MOTORS								
1963-73	Buick,Chevrolet,Oldsmobile, Pontiac V8 &L6	D	10.5	1 1/8-10	85-103	33-610	40-111	70-101
		BB	10.5	1 1/8-10	85-104	30-012	40-111	70-101
		D	11	1 1/8-10	85-113	34-618	40-212	70-101
		BB	11	1 1/8-10	85-114(7)	31-212(7)	40-212	70-101
NEW RACE ONLY KITS								
FORD - MUSTANG								
1986-01	Mustang 5.0L/4.6L V8	D	10.4	1-1/16-10	95-205	33-150	49-107	70-226
2001-04	Mustang 4.6L V8	D	11	1-1/16-10	95-211	33-160	49-108	70-226
D=DIAPHRAGM		BB=BORG & BECK			L=LONG		7. Three roller assist.	

D=DIAPHRAGM

BB=BORG & BECK

L=LONG

7. Three roller assist.



TORK LOC 5.0 MUSTANG RACE CLUTCH KIT

BOX PACKAGED

This complete bolt-in race clutch kit eliminates the problem of installing the desirable long style adjustable pressure plate assembly into a 1979-95 Mustang using an S.F.I. approved aftermarket bellhousing and factory style clutch cable and quadrant.

Designed for higher horsepower vehicles using a turbo, blower or nitrous system, this kit features an 11" lightweight fully adjustable 3-lever long style pressure plate with aluminum pressure ring to compensate for various track conditions and reduced tire slippage. The sintered iron clutch disc provides a greater co-efficient of friction for greater holding power while maintaining clutch life longevity. Kit is complete with 164 tooth lightweight billet aluminum flywheel to allow quicker engine RPM's, custom engineered clutch release fork, adjustable fork pivot ball and high performance throwout bearing. Meets S.F.I. specifications for all racing sanctioning bodies.

63-1612 Race Clutch Kit for Mustang 5.0L



SUPER-TRUCK® PERFORMANCE DIAPHRAGM CLUTCH KITS



SUPER-TRUCK® PERFORMANCE CLUTCH KITS

IDEAL FOR:

- Light Trucks
- Jeeps
- Tow Trucks
- Snow Plows
- SUVs
- Off-Roading

The new Hays SUPER-TRUCK® Clutch Kits are the answer for utility, off-road and performance street trucks. Top-of-the-line components ensure extended service life...at a price you can afford. The Hays SUPER-TRUCK® line is specifically designed for severe usage; every unit is built to withstand extreme conditions and overuse. Hays SUPER-TRUCK® Clutch Kits are made in the U.S.A. and feature all-new parts, not remanufactured. SUPER-TRUCK® can significantly extend the service life of clutches used in off-roading, towing, snow plowing, and performance street trucks.

All popular diesel applications are available!

***Eliminate
Clutch Failures and
Ensure Reliability!***



ALL CLUTCH KITS INCLUDE:

- PRESSURE PLATE
- DISC
- THROWOUT BEARING
- ALIGNMENT TOOL





SUPER-TRUCK® PERFORMANCE DIAPHRAGM CLUTCH KITS

Year	Engine Size	Disc Size	Spline Size	Part #
CHEVROLET				
C, G, K, P, R, V, 10-30 SERIES, FULL SIZE BLAZER, SUBURBAN, SILVERADO, TAHOE				
1962-1968	4.6L 283 ENG. H.D.	12"	1-1/8-10	90-102
1963-1968	4.6L 283 ENG.	11"	1-1/8-10	90-100
1963-1976	6 cyl 194 - 250 ENG.	10.4"	1-1/8-10	90-104
1963-1976	8 cyl 267 - 350 ENG.	10.4	1-1/8-10	90-104
1967-1979	5.7L 350 ENG.	11"	1-1/8-10	90-100
1967-1979	5.7L 350 ENG.	12"	1-1/8-10	90-102
1969-1973	5.0L 307 ENG.	11"	1-1/8-10	90-100
1969-1973	6.6L 396 ENG.	12"	1-1/8-10	90-102
1969-1984	4.7L 292 ENG	11"	1-1/8-10	90-100
1973-1995	7.4L 454 ENG.	12"	1-1/8-10	90-103
1976-1979	5.0L 305 ENG 3 SPD.	11"	1-1/8-10	90-100
1977-1978	4.1L 250 ENG.	11"	1-1/8-10	90-100
1978	6.6L 400 ENG.	11"	1-1/8-26	90-210
1979-1984	4.1L 250 ENG. 3 SPD.	11"	1-1/8-10	90-100
1980-1984	5.0L 305 ENG.	12"	1-1/8-10	90-102
1980-1995	5.7L 350 ENG.	12"	1-1/8-10	90-103
1981-1984	4.1L 250 ENG. 4 SPD	12"	1-1/8-10	90-102
1985-1991	4.7L 292 ENG.	11"	1-1/8-10	90-155
1985-1995	4.3L 262 ENG.	11"	1-1/8-10	90-155
1985-1995	5.0L 305 ENG.	11"	1-1/8-10	90-155
1985-1995	5.7L 350 ENG.	12"	1-1/8-10	90-103
1996-1998	4.3L 262 ENG. 6 Cylinder	11"	1-1/8-10	90-157 NEW
1996-2000	5.0L 350 ENG.	11-7/8"	1-1/8-10	90-188 NEW
1996-2000	5.7L 350 ENG.	11-7/8"	1-1/8-10	90-188 NEW
1996-2002	6.5L 369 ENG.	11-7/8"	1-1/8-10	90-109 NEW
1996-2000	7.4L 454 ENG.	11-7/8"	1-1/8-10	90-109 NEW
S-10 /T-10, BLAZER & PICK-UP				
1983	2.0L 122 ENG.	9-1/8"	1x14	90-153
1984	2.0L 122 ENG.	9-1/8"	1x14	90-153
1985-1993	2.5L 151 ENG.	9-1/8"	1x14	90-153
1985-1993	2.8L 171 ENG.	9-1/8"	1x14	90-153
1990-1995	4.3L 262 ENG.	11"	1-1/8-10	90-155
1996-2001	4.3L 262 ENG. 6 Cylinder	11"	1-1/8-10	90-157 NEW
1996-2003	2.2L 134 ENG. 4 Cylinder	9-1/8"	1x26	90-154 NEW
DIESEL TRUCK				
1982-1993	6.2L 381 DIESEL ENG.	12"	1-1/8-10	90-103
1992-1995	6.5L 395 TURBO DIESEL	12"	1-1/8-10	90-101
1996-2000	6.5L 397 TURBO DIESEL w/ DMF	12"	1-1/8-10	90-109
1999-2004	6.6L 400 ENG. Chevy (Duramax Diesel)	11-7/8"	1-3/8-10	90-125 NEW
DODGE				
D-50 & RAM 50 PICK-UPS				
1979-1990	2600cc ENG. 2 & 4 WD	8-7/8"	1"x23	90-600
1982-1986	2300cc DIESEL ENG.	8-7/8"	1"x23	90-600
1990-1994	2400cc ENG. 2 & 4 WD	8-7/8"	1"x23	90-600
RAM 1500, 2500, 3500				
1994-1997	5.9L (TURBO DIESEL) 360 ENG.	12-1/4"	1-1/4-10	90-555
1994-1997	8.0L 488 ENG. 10 Cylinder	12-1/4"	1-1/4-10	90-555
1994-2000	5.2L 318 ENG.	11-7/8"	1-1/16-10	90-557 NEW
1994-2000	5.9L 360 ENG.	11-7/8"	1-1/16-10	90-557 NEW
2001-2002	5.9L 360 ENG.	12"	1-1/8-10	90-511 NEW
2001	5.2L 318 ENG.	12"	1-1/8-10	90-511 NEW
2002-2004	4.7L 287 ENG.	12"	1-1/8-10	90-511 NEW
2001	3.9L 239 ENG. 6 Cylinder	12"	1-1/8-10	90-511 NEW



SUPER-TRUCK® PERFORMANCE DIAPHRAGM CLUTCH KITS

Year	Engine Size	Disc Size	Spline Size	Part #
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DODGE (continued)

Dakota

2001-2003	4.7L 285 ENG. 6 Cylinder	12"	1-1/8-10	90-511 NEW
2001-2003	3.9L 239 ENG. 6 Cylinder	12"	1-1/8-10	90-511 NEW

DIESEL TRUCK

1998-2003	5.9L (CUMMINS TURBO DIESEL) 5 Spd	12-1/4"	1-1/4-10	90-559 NEW
1998-2000	8.0L 488 ENG. 10 Cylinder	12-1/4"	1-1/4-10	90-559 NEW
2001-2004	5.9L (CUMMINS TURBO DIESEL) 6 Spd	13"	1-3/8"-10	90-566 NEW

FORD

AEROSTAR

1986-1987	2.3L 140 ENG.	8-7/8"	1"x23	90-237
1986-1987	2.8L 171 ENG.	8-7/8"	1"x23	90-237
1986-1987	3.0L 179 ENG.	8-7/8"	1"x23	90-237
1988-1992	2.3L 140 ENG.	8-7/8"	1"x23	90-237
1988-1992	3.0L 179 ENG.	8-7/8"	1"x23	90-237
1993-1994	3.0L 179 ENG.	8-7/8"	1"x23	90-237

BRONCO

1967-1977	5.0L 302 ENG.	11"	1-1/16-10	90-200
1978-1980	5.8L 351 ENG.	11"	1-1/16-10	90-200
1980-1982	4.9L 300 ENG.	11"	1-1/16-10	90-200
1980-1982	5.0L 302 ENG.	11"	1-1/16-10	90-200
1981-1982	4.1L 255 ENG.	10"	1-1/16-10	90-201
1981-1982	5.8L 351 ENG.	11"	1-1/16-10	90-200
1983	3.7L 230 ENG.	10"	1-1/16-10	90-201
1983	4.9L 300 ENG. W/MECHANICAL LINKAGE	11"	1-1/16-10	90-200
1983	5.0L 302 ENG.	11"	1-1/16-10	90-200
1983	5.8L 351 ENG.	11"	1-1/16-10	90-200
1983-1987	4.9L 300 ENG. UNDER 8500 GVW	10"	1-1/16-10	90-201
1984-1985	5.0L 302 ENG. UNDER 8500 GVW	10"	1-1/16-10	90-201
1984-1986	5.8L 351 ENG. UNDER 8500 GVW	10"	1-1/16-10	90-201
1986-1987	5.0L 302 ENG.	11"	1-1/16-10	90-200
1988-1992	4.9L 300 ENG. 4 SPD	10"	1-1/16-10	90-201
1988-1993	4.9L 300 ENG. 5 SPD. EXC. H.D.	10"	1-1/16-10	90-201
1988-1994	4.9L 300 ENG. 5 SPD H.D.	11"	1-1/16-10	90-210
1988-1994	5.8L 351 ENG.	11"	1-1/16-10	90-210
1988-1995	5.0L 302 ENG.	11"	1-1/16-10	90-210

BRONCO II

1984	2.8L 171 ENG.	8-7/8"	1"x23	90-237
1985-1987	2.0L 122 & 2.3L 140 ENG.	8-7/8"	1"x23	90-237
1985-1987	2.8L & 2.9L ENG.	8-7/8"	1"x23	90-237
1988-1990	2.0L 122 & 2.3L 140 ENG.	8-7/8"	1"x23	90-237
1988-1990	2.9L 173 ENG.	8-7/8"	1"x23	90-237

EXPLORER

1991-1997	4.0L 244 ENG.	10"	1"x23	90-239
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E-SERIES

1965-1971	4.0L 240 ENG. 3 SPD	10"	1-1/16-10	90-201
1968-1971	4.0L 240 ENG. 3 SPD H.D.	11"	1-1/16-10	90-200
1968-1977	5.0L 302 ENG.	11"	1-1/16-10	90-200
1972-1976	4.0L 240 ENG.	11"	1-1/16-10	90-200
1973-1977	4.9L 300 ENG.	11"	1-1/16-10	90-200
1975-1977	5.8L 351 ENG.	11"	1-1/16-10	90-200
1978-1979	4.9L 300 ENG.	11"	1-1/16-10	90-200
1978-1979	5.0L 302 ENG.	11"	1-1/16-10	90-200
1978-1979	5.8L 351 ENG.	11"	1-1/16-10	90-200
1980-1982	4.9L 300 ENG.	11"	1-1/16-10	90-200
1980-1982	5.0L 302 ENG. E100-350	11"	1-1/16-10	90-200
1983	5.0L 302 ENG. E350	11"	1-1/16-10	90-200



SUPER-TRUCK® PERFORMANCE DIAPHRAGM CLUTCH KITS

Year	Engine Size	Disc Size	Spline Size	Part #
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FORD (continued)

E-SERIES (continued)

1983	E350 4.9L 300 ENG.	11"	1-1/16-10	90-200
1983-1986	5.0L 302 & 5.8L 351 ENG.	10"	1-1/16-10	90-201
1983-1987	4.9L 300 ENG. E250-350 OVER 8500 GVW	11"	1-1/16-10	90-200
1984-1987	5.0L 302 & 5.8L 351 ENG. E150-350, OVER 8500 GVW	11"	1-1/16-10	90-200
1988-1993	4.9L 300 ENG. 4 SPD	10"	1-1/16-10	90-201
1988-1993	4.9L 300 ENG. 5 SPD. EXC. H.D.	10"	1-1/16-10	90-201
1988-1994	5.8L 351 ENG. 4 & 5 SPD	11"	1-1/16-10	90-210
1988-1995	4.9L 300 ENG. 5 SPD H.D	11"	1-1/16-10	90-210
1988-1995	5.0L 302 ENG. 4 & 5 SPD	11"	1-1/16-10	90-210

TRUCK F-SERIES

1965	4.0L 240 ENG.	10"	1-1/16-10	90-201
1965-1968	352 ENG.	11"	1-1/16-10	90-200
1965-1968	5.9L 358 ENG.	11"	1-1/16-10	90-200
1965-1977	4.9L 300 ENG.	11"	1-1/16-10	90-200
1966-1971	5.8L 351 ENG.	11"	1-1/16-10	90-200
1966-1976	4.0L 240 ENG.	11"	1-1/16-10	90-200
1968-1976	5.9L 360 ENG.	11"	1-1/16-10	90-200
1977-1979	4.9L 300 ENG.	11"	1-1/16-10	90-200
1977-1979	5.0L 302 ENG.	11"	1-1/16-10	90-200
1980-1982	4.9L 300 ENG.	11"	1-1/16-10	90-200
1980-1982	5.0L 302 ENG.	11"	1-1/16-10	90-200
1981-1982	5.8L 351 ENG.	11"	1-1/16-10	90-200
1983	3.7L 230 ENG.	10"	1-1/16-10	90-200
1983	4.9L 300 ENG. 5 SPD H.D.	11"	1-1/16-10	90-200
1983	5.0L 302 ENG.	11"	1-1/16-10	90-200
1983	5.8L 351 ENG.	11"	1-1/16-10	90-200
1984-1986	5.0L 302 ENG. UNDER 8500 GVW	10"	1-1/16-10	90-201
1984-1986	5.0L 302 ENG.	11"	1-1/16-10	90-200
1984-1987	460 ENG. W/HD CLUTCH F250 & F350 OVER 8500 GVW	12"	1-1/16-10	90-228
1984-1987	4.9L 300 ENG. UNDER 8500 GVW	10"	1-1/16-10	90-201
1984-1987	5.8L 351 ENG. UNDER 8500 GVW	10"	1-1/16-10	90-201
1984-1987	5.8L 351 ENG.	11"	1-1/16-10	90-200
1987	4.9L 300 ENG. 4 SPD H.D.	11"	1-1/16-10	90-200
1987	5.0L 302 ENG.	11"	1-1/16-10	90-200
1988-1992	5.0L 302 ENG. 4 SPD	11"	1-1/16-10	90-210
1988-1992	5.0L 302 ENG. 5 SPD	11"	1-1/16-10	90-210
1988-1992	5.8L 351 ENG. 4 SPD	11"	1-1/16-10	90-210
1988-1992	5.8L 351 ENG. 5 SPD	11"	1-1/16-10	90-210
1988-1993	4.9L 300 ENG. 4 SPD	10"	1-1/16-10	90-201
1988-1993	4.9L 300 ENG. 5 SPD H.D.	11"	1-1/16-10	90-210
1993-1994	4.9L 300 ENG. OVER 8500 GVW	11"	1-1/16-10	90-210
1993-1994	4.9L 300 ENG. 5 SPD UNDER 8500 GVW	10"	1-1/16-10	90-201
1993-1994	5.8L 351 ENG.	11"	1-1/16-10	90-210
1993-1997	5.0L 302 ENG. 5 SPD	11"	1-1/16-10	90-210
1995-1997	4.9L 300 ENG.	11"	1-1/16-10	90-210
1997-1999	4.6L 281 Eng.	11-7/16"	1-1/16-10	90-212 NEW
1997-1998	4.6L 281 Eng.	11-7/16"	1-1/16-10	90-325 NEW
1998-1993	4.9L 300 ENG. 5 SPD	10"	1-1/16-10	90-201
1999-2003	5.4L 330 Eng.	12"	1-1/4-10	90-377 NEW
1999-2004	4.6L 281 Eng.	11-1/2"	1-3/32-10	90-325 NEW
2001	5.4L 330 Eng.	11-7/16"	1-1/16-10	90-212 NEW

DIESEL TRUCK F-SERIES

1988-1994	DIESEL	12"	1-1/4-10	90-333
1994-1998	7.3L D.I. TURBO DIESEL 445 Eng.	12-1/4"	1-1/4-10	90-320
1999-2003	7.3L DIESEL SUPER DUTY 6 SPD (No Flywheel Included)	13"	1-3/8-10	90-205

RANGER, RANCHERO

1970-1973	4.1L 250 ENG.	10"	1-1/16-10	90-201
1983-1984	2.0L 122 & 2.3L 140 ENG.	8-7/8"	1"x23	90-237



SUPER-TRUCK® PERFORMANCE DIAPHRAGM CLUTCH KITS

Year	Engine Size	Disc Size	Spline Size	Part #
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FORD (continued)

RANGER, RANCHERO (continued)

1983-1984	2.8L 171 ENG.	8-7/8"	1"x23	90-237
1985-1987	2.0L 122 & 2.3L 140 ENG.	8-7/8"	1"x23	90-237
1985-1987	2.8L & 2.9L 173 ENG.	8-7/8"	1"x23	90-237
1988-1992	2.0L 122 & 2.3L 140 ENG.	8-7/8"	1"x23	90-237
1988-1992	2.9L 173 ENG.	8-7/8"	1"x23	90-237
1990-1992	3.0L 186 ENG.	8-7/8"	1"x23	90-237
1990-1992	4.0L 244 ENG.	10"	1"x23	90-239
1993-1994.1	3.0L 186 ENG.	8-7/8"	1"x23	90-237
1993-1997	4.0L 244 ENG.	10"	1"x23	90-239
1994.11-1997	2.3L 140 ENG.	10"	1"x23	90-239
1994.11-1997	3.0L 186 ENG.	10"	1"x23	90-239
1995-2004	2.3L ENG. 4 Cylinder	8-7/8"	1x23	90-335 NEW
1998-2004	2.5L ENG. 4 Cylinder	9"	1-1/16x23	90-335 NEW
2001-2003	4.0L 244 ENG. 6 Cylinder	10-1/8"	1x23	90-344 NEW

GMC

C, G, K, P, R, V, 1500-3500 SERIES, FULL SIZE JIMMY, SIERRA, SUBURBAN, YUKON

1962-1968	4.6L 283 ENG. H.D.	12"	1-1/8-10	90-103
1963-1976	6 CYL 194 - 250 ENG.	10.4	1-1/8-10	90-104
1963-1976	8 CYL 267 - 350 ENG.	10.4	1-1/8-10	90-104
1967-1979	5.7L 350 ENG.	11"	1-1/8-10	90-100
1969-1973	5.0L 307 ENG.	11"	1-1/8-10	90-100
1969-1973	6.6L 396 ENG.	12"	1-1/8-10	90-102
1969-1973	6.6L 402 ENG.	12"	1-1/8-10	90-102
1969-1984	4.7L 292 ENG.	11"	1-1/8-10	90-100
1970-1995	7.4L 454 ENG.	12"	1-1/8-10	90-103
1972-1978	4.1L 250 ENG.	11"	1-1/8-10	90-100
1972-1979	5.7L 350 ENG.	12"	1-1/8-10	90-103
1975-1984	5.0L 305 ENG. 4 SPD O.D.	11"	1-1/8-10	90-100
1978	6.6L 400 ENG.	11"	1-1/8-26	90-100
1979-1984	4.1L 250 ENG. 3 SPD.	11"	1-1/8-10	90-100
1979-1984	5.0L 302 ENG. 4 SPD O.D.	12"	1-1/8-10	90-102
1979-1984	5.0L 305 ENG. 4 SPD O.D.	12"	1-1/8-10	90-102
1981-1984	4.1L 250 ENG. 4 SPD.	12"	1-1/8-10	90-102
1985-1989	4.7L 292 ENG.	11"	1-1/8-10	90-155
1985-1995	4.3L 262 ENG.	11"	1-1/8-10	90-155
1985-1995	5.0L 305 ENG.	11"	1-1/8-10	90-155
1985-1995	5.7L 350 ENG.	12"	1-1/8-10	90-103
1996-2000	5.0L 350 Eng.	11-7/8"	1-1/8-10	90-188 NEW
1996-2000	5.7L 350 Eng.	11-7/8"	1-1/8-10	90-188 NEW
1996-2002	6.5L 369 Eng.	11-7/8"	1-1/8-10	90-109 NEW
1996-2000	7.4L 454 Eng.	11-7/8"	1-1/8-10	90-109 NEW

DIESEL TRUCKS

1982-1993	6.2L 381 DIESEL ENG.	12"	1-1/8-10	90-103
1992-1995	6.5L 395 TURBO DIESEL	12"	1-1/8-10	90-101
1996-2000	6.5L 397 TURBO DIESEL w/ DMF	12"	1-1/8-10	90-109
2001-2003	6.6L 400 ENG. GMC (Diesel)	11-7/8"	1-3/8-10	90-125 NEW

SAFARI VAN

1986-1989	4.3L 262 ENG.	11"	1-1/8-10	90-155
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S-15 /T-15, JIMMY, SONOMA, Pick-up

1983	2.0L 122 ENG.	9-1/8"	1x14	90-153
1984	2.0L 122 ENG.	9-1/8"	1x14	90-153
1985-1993	2.5L 151 ENG.	9-1/8"	1x14	90-153
1985-1993	2.8L 171 ENG.	9-1/8"	1x14	90-153
1990-1993	4.3L 262 ENG.	11"	1-1/8-10	90-155
1996-2000	2.2L 134 ENG. 4 Cylinder	9-1/8"	1x26	90-154 NEW
1996-2001	4.3L 262 ENG. 6 Cylinder	11"	1-1/8-10	90-157 NEW



SUPER-TRUCK® PERFORMANCE DIAPHRAGM CLUTCH KITS

Year	Engine Size	Disc Size	Spline Size	Part #
ISUZU				
RODEO				
1991.07-1992	3137cc, RODEO 3.1L V-6 BW TRANS.	9-1/8"	1x14	90-153
HOMBRE				
1996-2003	2.2L 134 Eng. 4 Cylinder	9-1/8"	1x26	90-154 NEW
1997-2000	4.3L 262 ENG. 6 Cylinder	11"	1-1/8-10	90-157 NEW
JEEP				
CJ SERIES, CHEROKEE, COMANCHE, SPORT WAGON, WAGONEER, WRANGLER				
1968-1971	5.7L 350 ENG.	11"	1-1/8-10	90-100
1984-1986	2.8L 171 ENG.	9-1/8"	1x14	90-153
COMANCHE PICK-UP, GLADIATOR & J-SERIES				
1968-1971	5.7L 350 ENG.	11"	1-1/8-10	90-100
1984-1986	2.8L 171ENG.	9-1/8"	1x14	90-153
MAZDA				
NAVAJO, PICK-UP				
1991-1994	4000cc, NAVAJO	10"	1"x23	90-239
1994.11-1997	2300cc, B-2300	10"	1"x23	90-239
1994.11-1997	3000cc, B-3000	10"	1"x23	90-239
1994-1998	4000cc, B-4000	10"	1"x23	90-239
B2300				
1995-2004	2.3L ENG. 4 Cylinder	8-7/8"	1x23	90-335 NEW
B2500				
1998-2001	2.5L ENG. 4 Cylinder	9"	1-1/16x23	90-335 NEW
B3000				
1995-2004	3.0L ENG. 6 Cylinder	9"	1-1/16x23	90-335 NEW
B4000				
2001-2004	4.0L 244 ENG. 6 Cylinder	10-1/8"	1x23	90-344 NEW
MITSUBISHI				
ARROW, MONTERO, MONTERO SPORT, PICK-UP				
1977-1981	2600cc, ARROW GT	8-7/8"	1"x23	90-600
1983.01-1986.04	2555cc, MONTERO	8-7/8"	1"x23	90-600
1986.05-1990	2555cc, MONTERO	8-7/8"	1"x23	90-600
1982.1-1985	2346cc, 2300 4 WD	8-7/8"	1"x23	90-600
1982.1-1990	2555cc, 2600 2 & 4 WD	8-7/8"	1"x23	90-600
1990-1996	2400cc, 2400 2 & 4 WD	8-7/8"	1"x23	90-600
NISSAN				
PATHFINDER, PICK-UP				
1982.11-1986.05	1952cc, NISSAN TRUCK	9-7/16"	1"x24	90-500
1982.11-1998	2389cc, NISSAN TRUCK 2 & 4 WD	9-7/16"	1"x24	90-500
1986.07-1995	2389cc, PATHFINDER	9-7/16"	1"x24	90-500
1997-1999	2389cc, FRONTIER 2 & 4 WD	9-7/16"	1"x24	90-500
TOYOTA				
PICK UP				
1972-1978	2.0 Engine	8-13/16"	1-1/8" X 21T	90-400
1981-1983	2.2 Engine Turbo, Diesel	8-13/16"	1-1/8" X 21T	90-400
1972-1980	2.2 Engine 4WD 79-80	8-13/16"	1-1/8" X 21T	90-400
1989-1995	2.4 Engine 2WD, CANADA Fuel Inj.	8-13/16"	1-1/8" X 21T	90-400
1980-1988	2.4 Engine	8-13/16"	1-1/8" X 21T	90-400
1984-1985	2.4 Engine Turbo, Diesel	8-13/16"	1-1/8" X 21T	90-400
T100, Tacoma, 4Runner, Tundra				
1995-1998 T100	3.4L Eng. 6 Cylinder	9-7/8"	1-3/16x21T	90-424 NEW
1995-2001 Tacoma	3.4L Eng. 6 Cylinder	9-7/8"	1-3/16x21T	90-424 NEW
1996-2000 4Runner	3.4L Eng. 6 Cylinder	9-7/8"	1-3/16x21T	90-424 NEW
2000-2001 Tundra	3.4L Eng. 6 Cylinder	9-7/8"	1-3/16x21T	90-424 NEW

PERFORMANCE FLYWHEELS



10-130

BILLET STEEL FLYWHEELS

DISPLAY BOX PACKAGED

Hays Steel Flywheels are manufactured from certified billet material that will not break up under the stress of high RPM and severe punishment of racing. Available in weights up to 50 pounds for specialized applications, most Hays Flywheels are drilled with both the Borg & Beck and Long-Style clutch pattern. All flywheels are precision balanced to either neutral (internal) or Detroit (external) specifications and are certified under SFI spec 1.1.

BILLET ALUMINUM FLYWHEELS

DISPLAY BOX PACKAGED

Hays Aluminum Flywheels, the favorite choice of many road racers, are also popular with the serious drag racer running a light car and large cubic inch motor. Machined from 7075 T-6 forged billet aluminum, this high strength alloy surpasses all material specs as to strength and centrifugal distortion. All Hays Aluminum Flywheels feature a replaceable steel or bronze heat shield friction surface and are drilled to accept either the Borg & Beck or Long-Style clutch pattern. The ring gear is securely mounted with welded tabs that are riveted to the flywheel to prevent spinning. These flywheels are supplied in neutral (internal) balance or Detroit (external) balance and are certified under SFI spec 1.1.



20-235

TECH TIP

When bolting the new flywheel to the back of the engine, make sure you do it to the factory specifications. Some literature differs, but we've found 75 lbs.-ft. to be the factory rating. Perform this procedure in a 3-staged pattern, tightening each bolt in a criss-cross pattern starting at 55 lbs.-ft., followed by 65 and finishing at 75.

TECH TIP

Q: What is the difference between Neutral (internal) Balance and Detroit (external) Balance Flywheels?

A: Neutral (internal) Balance engines and flywheels are each balanced as an individual unit. In other words, the engine and flywheel are in balance with or without the flywheel mounted to the crankshaft. A Factory Balanced (external), or Detroit Balanced engine uses the flywheel to balance the engine assembly. With the flywheel off of the engine, both the engine and flywheel are out of balance.

TECH TIP

Q: Should I use an aluminum or steel flywheel?

A: Aluminum flywheels with their lighter weight, are typically used in oval track and road race applications and are also popular in high-horsepower, light weight drag cars. These vehicles rely on engine horsepower to drive the wheels. Steel flywheels are used in applications that require additional engine torque for performance. A heavier flywheel can help acceleration from a standing start and keep the engine's RPM and power up through shifting. These are characteristics needed in street, most drag race and other high-torque applications such as tractor pulling.

TECH TIP

Removing the flywheel for resurfacing is a step often skipped during a clutch job, as it adds to the down time, but is absolutely critical in order to achieve optimum clutch performance. In addition, the pilot bushing and throw out bearing should be replaced with the new clutch.

PERFORMANCE FLYWHEELS

NOTE: PART NUMBERS HIGHLIGHTED IN YELLOW ARE ONLY AVAILABLE AS SPECIAL ORDER

Year	APPLICATION	Notes	Ring Gear Teeth	Pressure Plate Pattern		Steel Flywheel		Aluminum Flywheel	
				10.5"	11"	Weight	Part No.	Weight	Part No.
AMC AMC AMC AMC AMC AMC AMC									
1966-71	343, 360, 390	2	164	BB		30	16-030		
1972-91	360, Includes JEEP	1	164	BB/D	BB/D	30	16-130		
1972-83	304	1	164	BB/D		30	16-132		
1972-79	401	1	164	BB/D	BB/D	30	16-134		
CHEVROLET CHEVROLET CHEVROLET									
1998-00	5.7L LS-1	2	168	BB/D	BB/D			15	20-730
1997-98	5.7L V-8 LS-1	2	168	N/A	Stock 12" B&B 11" Mark XII	30	10-730		
1986-93	Small Block w/Small Journal	1 1	153 168	BB/D BB/D		30 30	10-530 10-630	15	20-530
1955-85	All V8 with large bellhousing except 400 & 454	2	168	BB/D	BB/L/MkXII	25	10-125	15	20-130
		2	168	BB/D	BB/L/MkXII	30	10-130		
		2&3	168	BB/D	BB/L/MkXII	40	10-140		
		2&3	168	BB/D	BB/L/MkXII	50	10-150		
1963-85	All V8	2	153	BB/D		30	10-330	11	20-330
		2&3	153	BB/D		40	10-340		
1970-78	400	1	168	BB/D	BB/D/L	30	10-132	15	20-132
1970-90	454	1	168	BB/D	BB/D/L	30	10-235	15	20-235
		1&3	168	BB/D	BB/D/L	40	10-245		
1991-Up	454 H.O., 502 GEN V 1-Piece rear main seal Forged steel crank	1	168	BB/D	BB/D/L	30	10-430		
PONTIAC PONTIAC PONTIAC PONTIAC									
1998	5.7L V-8 LS-1	2	168	N/A	Stock 12" B&B 11" Mark XII	30	10-730	15	20-730
1976-85	V8 w/small (not 455) register bore (2.49)	2	166	BB/D	BB/D/MkXII	30	13-230		
1964-76	V8 w/large register bore (2.75)	2	166	BB/D	BB/D/MkXII	30	13-130	15	23-130
		3	166	BB/D	BB/D/MkXII	40	13-140		
MOPAR MOPAR MOPAR MOPAR MOPAR									
1962-78	340, 360 361, 383, 413, 426	2&8	130	BB/D		30	11-330		
		2&3	130	BB/D		40	11-340		
1967-71	440	2&8	143	BB/D	BB/L/MkXII	30	11-430	15	21-430
1966-72	426 Hemi (8-Bolt crank)	2	143		BB/L/MkXII	30	11-730		
FORD FORD FORD FORD FORD FORD									
1994-04	4.6L (6-bolt crank)	2	164	D/L D	L D	27	12-830		
1994-04	4.6L/5.4L (8-bolt crank)	2	164	D/L	L	28	12-835	14	22-835
1994-04	4.6L (6-bolt crank)	2	164	BB/D (GM)*	L			14	22-840
1994-04	4.6L/5.4L (8-bolt crank)	2	164	BB/D (GM)*	L			14	22-845
1981-95	5.0L, 302	1	157	D (Ford) & BB/D (GM)*		28	12-540	14	22-540
1965-80	289, 302	1	157	L & BB/D (GM)*		32	12-535		
1965-80	289, 302, 351 C&W	1&5	164		L	30	12-735	15	22-735
		1,3&5	164		L	40	12-745		
1965-80	289, 302, 351 C&W	2	157			30	12-430		
1965-80	289, 302, 351 C&W	2&5	164		L/MarkXII	30	12-630	15	22-630
		2,3&5	164		L/MarkXII	40	12-640		
1965-72	352, 390,427, 428, 429, 460	2,3&5	184		L/MarkXII	40	12-240	15	22-243
		2,3&5	184		L/MarkXII	50	12-250		
1968-71	428	1,3&5	184		L/MarkXII	40	12-345		

1)"Detroit Balance" flywheel is externally balanced to stock (counterweighted) specs. 2)Neutral (zero) balanced flywheel for internal balancing.

3)Flywheel thicker than stock, may require bellhousing spacing. Lakewood bellhousing will eliminate interference.

5) Possible interference between ring gear and bellhousing. May require dial indicating the bellhousing.

8) Certain 340, 360, 400 and 440 engines require a counter-balanced flywheel. All Hays flywheels for Mopars are neutral balanced and must be rebalanced for use with these engines. 9) Ring Gear located on rear face of flywheel.

D=DIAPHRAGM

BB=BORG & BECK

L=LONG

* GM bolt pattern

MARINE FLYWHEELS and PERFORMANCE FLEXPLATES



20-999

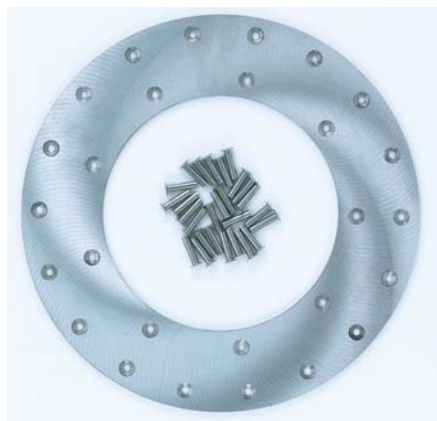
BILLET MARINE FLYWHEELS DISPLAY BOX PACKAGED

Hays offers a complete line of flywheels designed for engines adapted to marine use. These flywheels are manufactured from the same high quality billet material and machined to the same standards as our high performance flywheels for automotive racing. Available in steel or aluminum for specific applications. (See Below).

MARINE MARINE MARINE MARINE MARINE

Application	Engine	Ring Gear Teeth	Counter Balance	Accepts Dampener	Material	Part No.
Kiekhaefer	396, 427	168(9)	No	Yes	Steel	10-320
Chevy	350	168	No	Yes	Aluminum 11 lb	20-999

9) Ring Gear located on rear face of flywheel.



76-200

REPLACEMENT INSERTS FOR HAYS ALUMINUM FLYWHEELS

These inserts are made of high-quality steel or bronze, and are Blanchard ground for precision. Replaces all Hays steel or bronze flywheel inserts and are complete with rivets.

Steel, 11"	76-200
Bronze, 10"	46-604
Bronze, 11"	46-602

REPLACEMENT RING GEAR FOR CHEVROLET FLYWHEELS

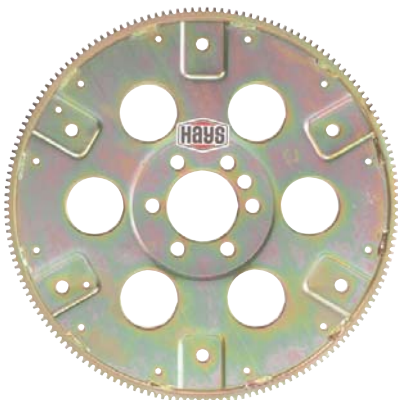
168 Tooth, fits aluminum and steel flywheels.

Part No. 46-656

HEAVY-DUTY FLEXPLATES

DISPLAY BOX PACKAGED

Hays Heavy-Duty Flexplates for high performance and competition Chevrolet engines are constructed of a thicker than stock steel plate, enabling them to withstand the stress of high-stall torque converters and high-RPM engines. While factory stock plates tend to crack around the crankshaft hub when punished under high torque and RPM conditions, the thicker Hays Flexplate handles the force. These H.D. flexplates are supplied with a ring gear that is securely welded in place and feature dual bolt patterns for use with either a Powerglide or Turbo-Hydromatic torque converter. All Hays Heavy-Duty Flexplates are zinc-dichromate plated to resist corrosion and are SFI certified under specification 29.1.



10-010

PERFORMANCE FLEXPLATES



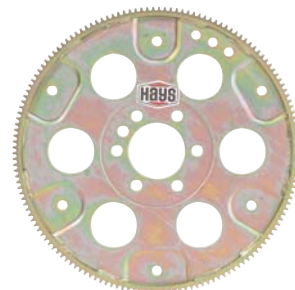
Chevrolet

*All Hays Flexplates meet
SFI Specifications 29.1*



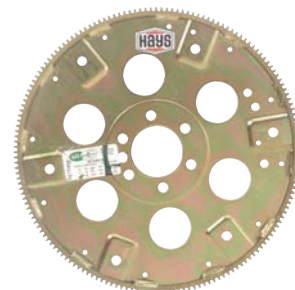
Early Chevy Small Block
1957-1985 V8
Big Block Chevy 1965-1990
396 & 427
O.D. 14.23" 168 Teeth
without counterweight
#10-010

Early Chevy Small Block
1957-1985 with 2 Piece
Rear Seal
O.D. 12.85" 153 Teeth
without counterweight
#10-012



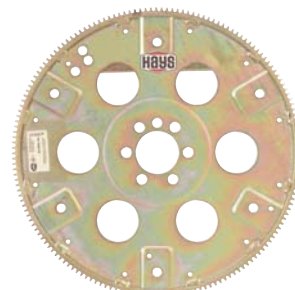
Chevy Small Block 1970-1980
SBC 400 and External
Balance 383
O.D. 14.23" 168 Teeth
with counterweight
#10-015

Early Chevy Big Block
1970-1990 454
O.D. 14.23" 168 Teeth
with counterweight
#10-020



Late Chevy Small Block
1986-1997 with 1 Piece Seal
O.D. 12.85" 153 Teeth
with counterweight
#10-024

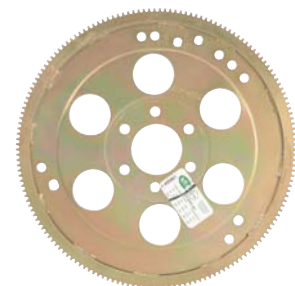
Late Chevy Small Block
1986-1997 and 383 with
1 Piece Rear Seal
O.D. 14.23" 168 Teeth
with counterweight
#10-025



Late Chevy Big Block
1991-1997 Gen V & Gen VI
with Cast Crank
O.D. 14.23" 168 Teeth
with counterweight
#10-026

Buick

Buick Big Block
1970 - 1976 V8 455
O.D. 14.00" 166 Teeth
with counterweight
#15-075



Pontiac

Pontiac 1967 - 1976 V8 326 /
350 / 389 / 400 / 421 / 428 / 455
O.D. 13.96" 166 Teeth
without counterweight
#13-065

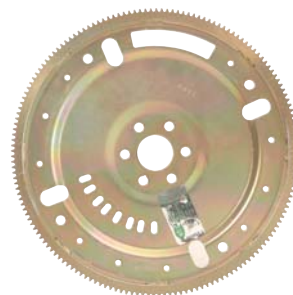
PERFORMANCE FLEXPATES

Ford



Early Ford Small Block
1968 - 1980, 302/351W
C-4 Converter w/11.5 Pattern
O.D.14.23" 164 Teeth with
28 oz counterweight
#12-030

Late Ford Small Block
1981 - 1996, 255/302
C-5 Converter w/11.5 Pattern
O.D.14.23" 164 Teeth with
50 oz counterweight
#12-035



Late Ford Small Block
1981 - 1996, 302/351W
C-4 Converter w/10.5 Pattern
O.D.13.30" 157 Teeth with
50 oz counterweight
#12-040

Early Ford Small Block
1964-1976, 289
C-4 Converter w/10.5" Pattern
O.D.13.30" 157 Teeth with
28 oz counterweight
#12-045



Early Ford Small Block
1964 - 1976, 302/351W
C-4 Converter w/10.5" Pattern
O.D.13.30" 157 Teeth with
28 oz counterweight
#12-050

Late Ford Big Block
1970 - 1997, V8 460
O.D. 14.23" 164 Teeth
with counterweight
#12-055



Early Ford Big Block
1968 - 1978, 429/460
O.D. 14.23" 164 Teeth
without counterweight
#12-060

Chrysler



Chrysler Small Block
1971 - 1992, 360 cid
with 727 transmission,
Externally Balanced
#11-080

Note: Use when changing converters
on the externally balanced engines

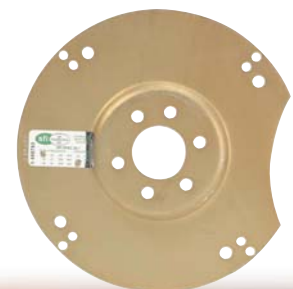
Chrysler Small Block
1971 - 1976, 340 cid with 727
transmission
Externally Balanced
#11-070

Note: Use when changing converters
on the externally balanced engines



Chrysler Big Block 1971-Up
383-400-440 with Forged
Crank and 727 transmission
Externally Balanced
#11-090

Note: Use when changing converters
on the externally balanced engines





CLUTCH ACCESSORIES



70-101

HIGH PERFORMANCE THROWOUT BEARINGS DISPLAY BOX PACKAGED

Hays High Performance Throwout Bearings have been developed to withstand the high-spring pressure and high RPM operation common to racing clutches. Each bearing face is heat-treated and blanchard-ground to ensure trueness. The collars are heat-treated for strength and machined to close tolerances for secure bearing fork attachment. The ball-bearing race is packed with heat-resistant moly-based grease for better lubrication and longer life. A nylon liner and bearing retainer is also featured for cooler and quieter operation. See pages 4-20 for complete application by vehicle.



70-110

70-115

SELF-ALIGNING THROWOUT BEARING DISPLAY BOX PACKAGED

Designed specifically for installations with clutch to transmission misalignment resulting in noise and vibration, the Hays Self-Aligning Throw-Out Bearing minimizes these conditions. Clutch alignment can also vary due to normal wear and tear. Self-Aligning Bearings with their rugged performance characteristics are also a functional upgrade from standard bearings on older cars, when applicable. Refer to the application chart or reference guide for part number selection.

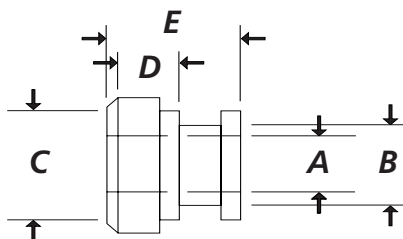
THROWOUT BEARING SPECIFICATIONS

Part #	Type	A	B	C	D	E
70-101		1.375	1.623	2.607	.714	1.254
70-104		1.375	1.624	2.929	.901	1.444
70-110		1.254	1.933	2.607	1.634	2.200
70-115		1.436	1.663	2.853	.870	1.230
70-120		1.75	1.960	3.320	1.125	1.500
70-170		1.425	1.625	2.875	1.340	1.975
70-201	S	1.375	1.623	2.607	.714	1.254
70-226	S	1.436	1.645	2.680	.740	1.432
70-230	S	1.436	1.672	2.500	.575	1.165
70-234	S	1.436	1.773	2.500	.710	1.340

S = Self Aligning Bearing



70-201



ADJUSTABLE CLUTCH CABLE AND QUADRANT KIT FOR MUSTANGS

SKIN PACKAGED

The Hays Clutch Cable Kit is a must when installing a high-performance clutch in 1981-2004 Ford 5.0L Mustangs. This kit features a billet aluminum quadrant for strength that replaces the weak factory O.E. plastic unit which is fast-wearing and prone to failure. The quadrant is designed to increase leverage, therefore decreasing required pedal effort. The heavy-duty low friction cable is made of stranded steel and has durable metal fittings with the added feature of an adjustable fork end for exact adjustment of clutch release and pedal freplay. Comes complete with all hardware and detailed instructions for ease of installation.



76-228

Adjustable Clutch Cable and Quadrant Kit for Mustangs

76-228

Replacement Clutch Cable for 76-228

76-229

CLUTCH ACCESSORIES

HEAVY DUTY CLUTCH FORK FOR GM

DISPLAY BOX PACKAGED

This Heavy-Duty Clutch Fork, fits most popular GM intermediate applications and is a direct replacement for GM part numbers 340278 and 14066235. Constructed from .165" thick, heavy-gauge stamped steel, this Clutch Fork offers more strength than the original factory unit and has a durable zinc-dichromate finish to resist corrosion.

Clutch Fork For GM

Lakewood 15500



15500

HEAVY DUTY CLUTCH FORK FOR FORD

DISPLAY BOX PACKAGED

Designed for 1979-1993 Mustangs, this Clutch Fork is stronger than the original factory unit and features a durable zinc dichromate finish that resists rust. It can be used with adjustable fork pivot balls 15502, 15503, 15504.

Custom Clutch Fork for Ford

Lakewood 15535



15535

CUSTOM CLUTCH FORK FOR MUSTANG

DISPLAY BOX PACKAGED

This custom fabricated Clutch Release Fork is designed to allow adequate clearance between the fork and cover which is necessary when installing a Long-style clutch assembly into a 1979-95 Mustang 5.0L. Heavy-duty steel construction provides extra strength to eliminate flex, and zinc dichromate plating helps prevent corrosion. Engineered for use with Lakewood safety bellhousings.

Custom Clutch Fork for Mustang

Lakewood 15525



15525

CLUTCH FORK BOOT

DISPLAY BOX PACKAGED

Made of soft pliable rubber to flex easily, this clutch fork boot helps keep unwanted dirt, dust and moisture from entering the bellhousing, which can cause contamination of the clutch.

Clutch Fork Boot - Fits most Lakewood Safety Bellhousings for Chevrolet

Lakewood 15510

Clutch Fork Boot - Fits all Lakewood Safety Bellhousings for SB & BB Chrysler

Lakewood 15515



15510

ADJUSTABLE CLUTCH FORK PIVOT BALL

SKIN PACKAGED U.S. Patent #3,983,983

This handy item allows adjustment of release fork pivot height when a performance clutch is installed in GM or Ford vehicles. The Adjustable Pivot Ball is highly recommended for use with Lakewood Bellhousings. Supplied with jam nut.

Adjustable Pivot Ball, adjusts from 1-5/16" to 1-11/16" GM

Lakewood 15501

Adjustable Pivot Ball, 1.400" length * Ford

Lakewood 15502

Adjustable Pivot Ball, 2.317" length * Ford

Lakewood 15503

Adjustable Pivot Ball, 2.645" length * Ford

Lakewood 15504

*Fit 1979-1993 Mustang applications and have 1/2"-13 thread size.



15501

15502

BRONZE PILOT BUSHING FOR CHEVY V8

SKIN PACKAGED

Worn pilot bushings can cause hard shifting and increase transmission wear. When changing your clutch, be sure to install a new pilot bushing.

Bronze Pilot Bushing

Lakewood 15976



15976

ROLLER PILOT BEARING FOR CHEVY V8

SKIN PACKAGED

This rollerized Pilot Bearing, designed for Chevrolet V8s, 90° V6s and 76' and later Buick V6s, utilizes a roller sleeve to reduce friction, heat and drag, which results in cleaner, crisper shifts and smoother clutch engagement. This bearing should be used in all high-performance Chevy applications and is a significant upgrade from the stock bronze bushing.

Roller Pilot Bearing

Lakewood 15977



15977

SUPER STRONG CLUTCH LINKAGE

SKIN PACKAGED

The ultimate in clutch linkage! Manufactured from 4140 chrome moly steel, heat-treated for strength and plated for corrosion resistance, this linkage gives you the confidence needed for positive clutch release and power-shifting. Strongly recommended for use with Hays Clutch assemblies.

1967-81 Camaro and Firebird long linkage, 7"	Mr. Gasket 2477
1955-74 Chevy, all with Clevis pin attachment, 10.5"	Mr. Gasket 2478



SPLINED CLUTCH PILOT TOOLS *SKIN PACKAGED*

Made of high impact plastic, these Splined Clutch Alignment Tools speed clutch/transmission installation by aligning the disc and flywheel prior to insertion of the transmission input shaft. Ideal for multiple disc clutch assemblies.

GM - 1-1/8"x10 spline	Mr. Gasket 6940
GM - 1-1/8"x26 spline	Mr. Gasket 6941
Ford - 1-1/16"x10 spline	Mr. Gasket 6942
Mopar - 1-3/16"x18 spline	Mr. Gasket 6960



6940

MAGNETIC TRANSMISSION AND DIFFERENTIAL PLUG *SKIN PACKAGED*

An easy way to prolong the life of your manual transmission or differential is to keep metal particles from circulating inside of the unit. This 1/2" NPT Magnetic Plug is designed to fit most manual transmissions and differential housings and accumulate any metal shavings or chips, preventing premature wear on the gears.

Magnetic Transmission/Differential Plug	Mr. Gasket 3680
---	-----------------



3680

EZ-Adjustable Dowel Pins

These EZ Adjustable Dowel Pins are incredibly easy to use and install! They slip into the engine block dowel pin holes with ease. Designed to be turned easily with an open-end wrench. Once pointed in the proper direction, turn setscrew to tighten (which runs down the center of the pin) and positively locks the dowel in position. No need to pound the pins in and out trying to adjust correctly. No drilling, welding or thread tapping required. Three different offsets are available for each engine so they fit each block correctly. Plus dowels are longer than stock so block plates can be used. Fits most 6 and 8 cylinder engines.

GM (Dia. is .621)	FORD (Dia. is .500)	CHRYSLER (Dia. is .496)
#15907 .007	#15967 .007	#15957 .007
#15914 .014	#15964 .014	#15954 .014
#15921 .021	#15961 .021	#15951 .021



15907

NOTE: WILL NOT FIT FORD 4.6L/5.4L ENGINE BLOCKS

PREMIUM FASTENERS



15960



15940

OFFSET DOWEL PINS SKIN PACKAGED

Available for most GM, Ford, and Mopar applications. Adjustable dowel pins correct for improper register bore alignment of bellhousing to engine crankshaft center line. A must when accurately dialing in bellhousings. Available in .007", .014", and .021" offset as well as stock configuration.

Applications

GM .625 Dia		Ford/Mopar .500 Dia	
.000" Offset (Stock)	15915	.000" Offset (Stock)	15945
.007" Offset	15920	.007" Offset	15950
.014" Offset	15930	.014" Offset	15960
.021" Offset	15940	.021" Offset	15970

NOTE: WILL NOT FIT FORD 4.6L/5.4L ENGINE BLOCKS

ULTRA-SEAL PRESSURE PLATE AND FLYWHEEL BOLTS SKIN PACKAGED

Whenever you are replacing your clutch assembly, it is a good idea to replace the hardware. The fasteners in your clutch are under extreme stress and can cause severe damage to you, your car or even someone else if they are of poor quality. Engineered and manufactured for reliability, these Ultra-Seal Alloy Steel Flywheel and Pressure Plate Bolts are heat-treated to Grade 8 specifications for strength, and plated to resist rust and corrosion. Packaged six per set and include washers where needed.

FLYWHEEL BOLTS

CHEVROLET 7/16"-20x31/32"	Mr. Gasket 912
PONTIAC 1/2"-20x1"	Mr. Gasket 914
FORD 7/16"-20x31/32"	Mr. Gasket 912

PRESSURE PLATE BOLTS

GM (Borg & Beck/Diaphragm) 3/8"-16x1"	Mr. Gasket 910
FORD (Long Style) 5/16"-18x1"	Mr. Gasket 911
MOPAR (Borg & Beck) 3/8-16x1"	Mr. Gasket 910
AMC (Borg & Beck/Diaphragm) 3/8"-16x1"	Mr. Gasket 910



912

910



6711



6716

TORQUE CONVERTER AND FLEXPLATE BOLTS SKIN PACKAGED

Look no further for those hard-to-find fasteners for your automatic transmission. Forged from high-quality steel, heat-treated for extra strength, and plated in black finish to resist rust and corrosion, these Grade 8 fasteners are a must for all high-performance applications. Kits are complete with washers where needed.

TORQUE CONVERTER BOLTS

GM TH350, Powerglide (w/nuts) 3/8"-24x5/8", 3 per set	Mr. Gasket 6716
GM TH400 3/8"-16x1/2", 3 per set	Mr. Gasket 6715
GM 10" Race Conv. (w/nuts) 7/16"-20x1-1/4", 3 per set	Mr. Gasket 6719
FORD (lock nuts only) 3/8"-24, 4 per set	Mr. Gasket 6717
MOPAR (exc. HEMI) 5/16"-24x7/16", 4 per set	Mr. Gasket 6718

FLEX PLATE BOLTS

GM (All) 7/16"-20x11/16", 6 per set	Mr. Gasket 6710
FORD 7/16"-20x13/16", 6 per set	Mr. Gasket 6711
MOPAR (exc HEMI) 7/16"-20x1/2", 6 per set	Mr. Gasket 6712

FASTENER TORQUE SPECIFICATIONS

TECH TIP

Bolt Size

5/16-18x1"
3/8-16x1"
7/16-20x1"
1/2-20x1"

Torque

25 ft/lbs.
35 ft/lbs.
70-80 ft/lbs.
100-110 ft/lbs.

IMPORTANT!

The Racing Clutches listed on the following pages are for specialized applications only. When choosing a clutch or flywheel for a special competition category, contact Hays Specialty Clutches for proper selection, pricing and application assistance at 216.658.6313, Monday through Friday, 8:30 AM - 5:00 PM EST.



31-320

COMPETITION BORG & BECK PRESSURE PLATE

This is our top of the line Borg and Beck style clutch. Designed for competition use, the competition Borg & Beck utilizes silicone springs, aluminum spring guides and cups, roller assist and heavy-duty eye bolts, with an explosion resistant ductile iron pressure ring. The flex-free cover is exclusively designed with 9-gauge steel for added strength. Applications for shifting and non-shifting class cars are available.

Borg & Beck Specifications

Application	Diameter	Static Pressure	Centrifugal Assist	Part No.
	11	2500	3 roller	31-320
	11	2500	6 roller	31-318



39-604

COMPETITION LONG-STYLE PRESSURE PLATE

The well recognized 6-bolt Long-Style competition pressure plate is available from Hays for shifting and non-shifting applications used in Chevrolet, Ford, and Mopar vehicles. This unit features one of the strongest 9-gauge steel flex-free covers available, in addition to silicone steel springs, spring guides, and an explosion resistant ductile iron pressure ring.

Long-Style Specifications

Application	Diameter	Static Pressure	Centrifugal Assist	Part No.
Shifting	11	2800	Light CW	39-602 (a)
	11	2800	None	39-604 (b)
3 Lever, Adjustable	11	2000-2600	None	39-611

NOTES: (a) For use on Fords with 1-1/16" x 10 spline, (b) For use on Fords with 1-3/8" x 10 spline



39-606

COMPETITION MARK XII PRESSURE PLATE

Patent No. 4,298,112

The exclusive Hays Mark XII pressure plate is the ultimate choice for Super Stock cars and heavy all-out competition, and features the racing industry's only 12-bolt formed steel cover which is patented. It is assembled with only the finest components including long-lasting silicone springs, welded spring cups, and an explosion-resistant ductile iron casting. This 12-bolt pressure plate is also available with adjustable levers for only the most serious competitors. Tire spin and driveline breakage are kept to a minimum with the use of spring adjusters which can soften clutch engagements. Static pressure can be varied from 2000 to 2600 lbs. Not recommended for the street enthusiast.

Mark XII Specifications

Application	Diameter	Static Pressure	Centrifugal Assist	Part No.
Shifting	11	2800	Light CW	39-606 (a)
	11	2800	None	39-608 (b)
Non-Shifting	11	2800	Full CW	37-224
3 Lever Adjustable	11	2000 - 2600	None	39-610

NOTES: (a) For use on Fords with 1" x 10 or 1-1/16" x 10 spline
(b) For use on Fords with 1-3/8" x 10 spline

RACING CLUTCHES



MARK XII 6 LEVER PRESSURE PLATE

Patent No. 4,298,112

This is the pressure plate used in the famous Hays Slider Clutches. Its innovative design, adjustability, and extreme strength, allow it to be used on everything from mountain-motored Pro Stocks to 2000 H.P. pulling tractors. It features the exclusive Mark XII patented steel cover, a forged aluminum pressure ring with bronze heat shield, and choice of Hays custom designed release levers. Adjustable features include spring pressure, centrifugal assist, and lever height.

SPECIALTY FLYWHEELS

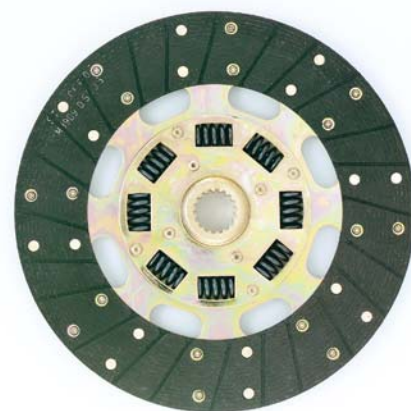
Today's serious competitors run so many different engine/drivetrain combinations, that standard factory designs fail in meeting their needs. At Hays Clutches we can design a billet steel or billet aluminum flywheel for most any unique application. Custom features include special weights, pressure plate bolt patterns, heat shield design, and ring gear selection and location. Riveted heat shield inserts are available ranging from steel to .135" thick grooved bronze for both steel and aluminum flywheels.



SUPER CONNECTOR SPRUNG HUB ORGANIC DISC

The Super Connector "49" series Clutch Disc from Hays provides the ultimate in clean, crisp competition shifts. Designed for the rigors of drag racing, the Super Connector utilizes a newly formulated superior strength lining material that maintains its friction coefficient as it heats up for superior engagement. The lining material, which is first bonded to an aluminum backing, is riveted to a high performance drive plate, which utilizes a custom forged center hub, eight torque absorbing springs to control driveline shock, and a heat-treated backing plate with an eight pin drive design for superior strength. The Super Connector Disc is also perfect for off-road 4 x 4 competition use. This disc is not recommended for street use.

<i>Super Connector Series</i>		
<i>Diameter</i>	<i>Spline</i>	<i>Part No.</i>
10.5	1-23	49-104
10.5	1-1/16-10	49-107
10.5	1-1/8-10	49-111
10.5	1-3/16-18	49-119
11	1-1/16-10	49-108
11	1-3/8-10	49-118
11	1-23	49-205
11	1-1/8-10	49-212
11	1-3/16-18	49-220
11	1-1/8-26	49-221



49-220

SINTERED IRON DISC

The Hays Solid Hub Sintered Iron Clutch Disc with its ability to handle very high temperatures is a constant favorite with professional racers. This same disc is used in our line of slider clutches. Available in 8", 10", 10-1/2" and 11" diameters with all the popular hub sizes, including large truck and tractor applications. Many other hubs available. This disc can be used as a replacement for most single and multiple disc slider clutch units.

Friction Materials

The 5135 friction material has a high coefficient of friction to reduce clutch slippage. This is an aggressive disc material that provides for a hard launch and faster clutch lock-up.

The 5191 friction material has a lower coefficient of friction to allow some clutch slippage. It provides a smoother, less brutal clutch engagement.



44-122

<i>Diameter</i>	<i>Material</i>	<i>Spline</i>	<i>Part No.</i>
8	6 Pad Iron	1 3/8-10	44-107
8	6 Pad Iron	1 3/16-18	44-108
8	6 Pad Iron	1 1/8-10	44-109
8	5191	1 3/16-18	44-110
8	5191	1 3/8-10	44-111
8	5135	1 3/16-18	44-949
8	5135	1 3/8-10	44-950
10	5191	1 1/2-10	44-114
10	5191	1 1/2-35	44-118
10	5191	1 3/8-10	44-212
10	5191	1 1/8-10	44-512
10	5135	1 3/8-10	44-944
10	5135	1 3/16-18	44-946
10	5135	1 1/8-10	44-948
10.5	5191	1 1/2-10	44-112
10.5	5191	1 1/2-35	44-116

<i>Diameter</i>	<i>Material</i>	<i>Spline</i>	<i>Part No.</i>
10.5	5191	1 3/8-10	44-120
10.5	5191	1 3/4-10	44-122
10.5	5135	1 3/8-10	44-938
10.5	5135	1 3/16-18	44-940
10.5	5135	1 1/8-10	44-942
11	5191	1 3/8-10	44-322
11	5191	1-23	44-402
11	5191	1 1/8-26	44-442
11	5191	1 1/8-10	44-622
11	5191	1 3/16-18	44-722
11	5191	1 3/4-10	44-822
11	5191	1 1/2-10	44-922
11	5191	1 1/16-10	44-412
11	5135	1 3/8-10	44-932
11	5135	1 3/16-18	44-934
11	5135	1 1/8-10	44-936



49-3103
Mark XII & Mountain Motor
Slide Clutch



TORK LOC RACE CLUTCH

Designed for higher horsepower vehicles using a turbo, blower or nitrous system, this unit features an 11" lightweight fully adjustable 3-lever long style pressure plate with aluminum pressure ring to compensate for various track conditions and reduced tire slippage. The sintered iron clutch disc provides a greater co-efficient of friction for greater holding power while maintaining clutch life longevity. Unit is available with lightweight billet aluminum flywheel to allow quicker engine RPM's. Meets S.F.I. specifications for all racing sanctioning bodies.

Applications

Chevy 168T Ring Gear
Ford 164, 168 or 184T Ring Gear
Mopar 143 or 168T Ring Gear
Other Flywheels available

Call for Part # and Pricing



TECH TIP

Q: I am in the process of building a car strictly for the track, I need some further information on exactly how to set up the clutch.

A: No matter what type of racing you are involved in, oval track, drag racing, off-road, speed boat, tractor pulling etc., the Hays Tech Services Line is there to get you the answers and information you need. For ordering, pricing and technical information, we are available between the hours of 8:30 a.m. and 5:00 p.m., Monday thru Friday EST. at 216.658.6313.

MARK XII & MOUNTAIN MOTOR

SLIDER CLUTCH Patent No. 4,298,112

The Hays Mark XII Multiple Disc Clutch Assembly is the result of 40 years of research and development. This unit is available with our patented Long-Style steel pressure plate cover. Hays is the Slider Clutch choice of top racers in all classes. Offered in 11" diameter units with up to 5 discs, they can be found in top alcohol dragster, funny cars, and pulling tractors.



The 12-bolt steel clutch cover features deep spring cups (welded to the inner face of the gusseted cover) and an aluminum pressure ring for less rotating weight. The steel floater plates are drilled for cooling and then precision-ground to ensure parallel mating surfaces.

Each Mark XII Clutch Assembly utilizes a Hays precision-machined flywheel and incorporates the famous Hays Heat Shield. This flywheel has a recessed center to utilize multiple, solid-hub sintered-iron clutch discs, allowing for "fit" in most high gear bellhousings. The Hays 12-stand button Flywheel also features counter-bored floater and pressure plate stand mounting positions to allow greater sheer load control.

Combine these features with the 12-bolt Mark XII pressure plate, top-quality internal components, the careful hands of Hays craftsmen, and you have the most reliable slider clutch available. The Hays Mark XII slider clutch cannot be assembled from over-the-counter stock parts. Each unit is built for specific requirements and must be assembled and "set up" in the Hays Specialty Clutch department.

MOUNTAIN MOTOR CLUTCH

The Mountain Motor Clutch was engineered by Hays for use in today's big cubic inch, high horse power cars and 4 wheel drive pulling trucks. This 11" single disc slider 6-lever clutch, is designed for Pro Stock, Competition, Pro Gas, and Top Sportsman cars, using planetary or clutch assisted automatic transmissions. It comes as a complete assembly, including a custom calibrated pressure plate, disc and flywheel.

TORK LOC IX LOW INERTIA RACING CLUTCH

The Hays Low Inertia 7-1/4" diameter Racing Clutch is a superior performer and provides many benefits for oval track as well as drag racing applications. This lightweight multi-disc clutch is available in either a 15 pound dual disc or 18 lb. triple disc assembly. The advantages of using the Tork Loc IX for oval track racing are deeper cornering, less braking, and rapid acceleration for quicker, more consistent lap times. In drag racing applications, this clutch will reduce tire spin off the starting line, resulting in better 60 ft. elapsed times and increased miles per hour. Each unit is precision-balanced and supplied complete with throw-out bearing and your choice of billet aluminum flywheel, or steel flywheel with or without ring gear. Available for Chevy, Ford, and Chrysler applications.

Features:

- Billet aluminum cover for light weight and strength
- Built-in stop to avoid diaphragm spring "over-centering" damage
- Semi-metallic triple disc pads for transmitting torque under extreme heat conditions
- Billet aluminum flywheel in your choice of style and diameter



49-3103



John Deere
International Harvester
Case
Caterpillar



49-1111



29-2321 Dual Disc
29-3321 Triple Disc

GENERAL TECHNICAL QUESTIONS & ANSWERS

Q: Should I use an aluminum or steel flywheel?

A: Aluminum flywheels with their lighter weight, are typically used in oval track and road race applications and are also popular in high-horsepower, light weight drag cars. These vehicles rely on engine horsepower to drive the wheels. Steel flywheels are used in applications that require additional engine torque for performance. A heavier flywheel can help acceleration from a standing start and keep the engine's RPM and power up through shifting. These are characteristics needed in street, most drag race and other high-torque applications such as tractor pulling.

Q: How should I adjust my clutch?

A: First of all, be sure all mounting fasteners are torqued correctly, this is very important. The actual adjustment will vary depending on the type of pressure plate being used. With the clutch pedal completely depressed, a diaphragm should have .030-.040 air gap between the disc and flywheel, for a Borg & Beck the air gap should be .040-.050 and for a Long-Style pressure plate it should be .050-.060. On vehicles with mechanical linkage, with the pedal released, an air gap of .250" should exist between the throwout bearing face and pressure plate fingers. On cable and hydraulic applications, the throwout bearing face should rest lightly on the pressure plate fingers.

Q: What is the difference between Neutral (internal) Balance and Detroit (external) Balance Flywheels?

A: Neutral (internal) Balance engines and flywheels are each balanced as an individual unit. In other words, the engine and flywheel are in balance with or without the flywheel mounted to the crankshaft. A Factory Balanced (external), or Detroit Balanced engine uses the flywheel to balance the engine assembly. With the flywheel off of the engine, both the engine and flywheel are out of balance.

Q: Should my new Hays Clutch be balanced before installation?

A: No, all Hays pressure plates and flywheels are dynamically balanced to extremely close tolerances. However, if you are having an engine assembly re-balanced, it would be a good idea to include the clutch components to insure tolerances be as tight as possible.

Q: What is static pressure?

A: Static pressure, also referred to as base pressure, is the amount of spring pressure (in pounds per square inch) that is exerted by the pressure ring to the clutch disc when the clutch is engaged.

Q: What is centrifugal or roller assist?

A: Certain Hays pressure plates feature centrifugal assist for increasing pressure plate load to prevent slipping and high RPM plate/disc separation. The Borg & Beck design utilizes rollers inside the cover that are forced to the outside under centrifugal force to increase plate load as RPM increase. Certain Long-Style pressure plates use levers that have extra weights on the levers to provide centrifugal assist.

Q: I am in the process of building a car strictly for the track, I need some further information on exactly how to set up the clutch?

A: No matter what type of racing you are involved in, oval track, drag racing, off road, speed boat, tractor pulling etc., the Hays Tech Services Line is there to get you the answers and information you need. For ordering, pricing and technical information, we are available between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday EST at 216.688.8300.

Q: Can my Hays clutch be rebuilt?

A: Hays can rebuild most Borg & Beck and Long style pressure plates, clutch discs and flywheels. See question above for calling details.

Visit www.haysclutches.com for warranty information.



CLUTCH INSTALLATION GUIDE

PLEASE READ THOROUGHLY BEFORE INSTALLATION.

CONSULT REPAIR MANUAL FOR SPECIFIC INSTRUCTIONS FOR YOUR VEHICLE.

I. CLUTCH REMOVAL

- A. Mark drive shafts so that the marks are matched up on reassembly. This will keep the drive system in balance.
- B. Fully support transmission, making sure that it is securely fastened to transmission stand. Do not allow gearbox to hang on the input shaft.
- C. Remove gearbox. Replace the two mounting bolts with studs that will act as a guide during re-assembly.

II. INSPECTION

- A. **FACINGS**
Check for oil on old facings. Oil leaks near the clutch must be repaired before installing the new clutch kit.
- B. **CLUTCH DISC**
Check splines for wear. Uneven wear of the splines is a sign of misalignment. Check for flywheel run-out.
- C. **FLYWHEEL**
Inspect for signs of overheating cracks, scoring and warping. If any of these conditions are present, the flywheel must be resurfaced or replaced.
- D. **INPUT SHAFT**
Check Splines for wear or nicks. Apply a thin film of grease (supplied in kit). Wipe off any excess. Ensure that the new disc slides smoothly on the splines before fitting.
- E. **RELEASE BEARING RETAINER**
Check for wear, nicks or scratches. The new bearing must slide freely. Remove old grease and apply thin film of new grease. Lightly grease fork pivot and fingers. Ensure smooth operation.

FOR BEST RESULTS:

- Install new release bearing and pilot bearing / bushing whenever installing a new clutch.
- Replace clutches as sets:
- DO NOT install a new pressure plate (cover assembly) with a used friction disc.
- When it is necessary to install a new friction disc with a used cover assembly, make certain that the pressure plate is perfectly flat and free of heat scoring, and that the friction surface is perfectly clean.

III. INSTALLATION

- A. Make certain that the flywheel, pressure plate and friction disc surfaces are absolutely clean.
- B. Use a clutch alignment tool to correctly align the friction disc.
- C. Assemble cover to flywheel. Ensure that the cover matches with locating dowels. Tighten cover bolts opposite each other and evenly, one turn at a time. Torque to spec.
- D. Install transmission into place using the guide bolts. Input shaft should slide smoothly and easily through hub into pilot bearing. DO NOT FORCE or use the tightening of the bellhousing bolts to draw the transmission to the engine block. Rotate input shaft if necessary to align splines. Never allow the transmission to hang without the support of a transmission jack during installation.
- E. Refer to the vehicle manufacturer's specifications for correct adjustments of the clutch.

DIAGNOSIS OF CLUTCH PROBLEMS

PROBLEM

CAUSE

Slippage

Worn facings
Cover bolts loose
Oil on facings
Improper linkage adjustment
Weak or broken diaphragm/springs
Glazed facings

Chatter

Glazed facings
Oil on facings
Worn facings
Bad motor mounts
Improper linkage adjustment
Worn throwout bearing
Worn fork
Warped pressure plate
Broken pressure plate
Pressure plate levers out of adjustment

PROBLEM

CAUSE

Grabbing

Oil on facings
Worn facings
Warped pressure plate
Too much pressure

Clutch Drag

Improper linkage adjustment
Hub binding on input shaft
Broken pressure plate
Warped disc

Noise

Pilot bearing worn out or dry
Throw-out bearing worn out
Transmission input shaft bearing worn out
Fork pivot worn or dry

CLUTCH INSTALLATION TIPS

When installing any clutch, there are certain, definite procedures you should follow. Paying attention to these details can help prevent time consuming and potentially costly repairs or premature product failure.

1. Be sure your hands and all parts are clean and free of oil and grease prior to and during installation.
2. **ALWAYS** use a new disc with a new pressure plate.
3. Double check the fit of the throwout bearing and clutch disc on the transmission input shaft prior to installation.
4. Hays recommends installing a new pilot bushing or bearing whenever replacing a clutch assembly.
5. If a new flywheel is not being used, check your old flywheel for cracks, hot spots, high or low areas and other inconsistencies. If any of these conditions exist, have the flywheel resurfaced or replaced before installing a new clutch unit.
6. Install the flywheel on the crank hub and torque flywheel bolts to specification in a criss-cross pattern.
7. Insert alignment tool through clutch disc and into the pilot bushing with the sprung center hub away from the flywheel.
8. After aligning the disc, install the pressure plate and attaching bolts finger-tight, then torque progressively around the pattern to the torque specs listed.
9. Remove spacers from levers (if included) only after the pressure plate is torqued to the flywheel. If you do not torque the bolts in sequence with the lever spacers in place, the cover can be distorted or bent resulting in a clutch that cannot be properly adjusted. (Does not apply to Diaphragm Pressure Plates.)
10. Install a new throwout bearing, being careful it is mounted correctly in the clutch fork. Locate and attach the bearing/fork unit inside the bellhousing and align bearing surface with clutch levers. Insert the transmission input shaft through the throwout bearing and into the disc and pilot bearing, tighten the transmission to the bellhousing. Do not allow the transmission to hang on the disc hub, as this will result in a bent or broken disc.
11. Re-attach the clutch linkage and with the clutch pedal depressed to the floor, adjust the air gap (between the clutch disc and flywheel) to the specifications listed. Release the pedal and check that throwout bearing clearance is at least .250" between the throwout bearing face and pressure plate levers, regardless of floor to pedal clearance.

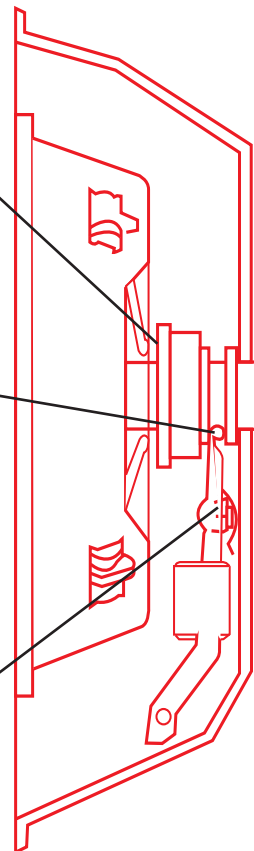
After the air gap between the disc and flywheel is set, allow at least .250" clearance between the pressure plate levers and throwout bearing when the pedal is fully released. If the clearance is not present, re-adjust. If there is still not adequate clearance the throwout bearing is likely too long, or the clutch release fork angle is incorrect.

Be certain the throwout bearing is correct and installed properly on the clutch fork. Having a wrong or improperly installed bearing can result in inaccurate clearances, excessive pedal pressures or premature clutch wear. If the bearing is too long, replace with a shorter one. **Throwout bearing problems are responsible for 85% of clutch wear and warranty questions.**

The angle of the clutch fork is also very important, if not adjusted properly, problems similar to an incorrect throwout bearing can result. When the pressure plate is properly disengaged (pedal in), the fork should be in a position parallel to the rear face of the engine block. If the fork is not in the correct position, proper leverage will not be present and undue pressure and wear will result on all clutch components. This can be addressed by changing the length of the throwout bearing and/or installing an adjustable pivot ball, Lakewood Part No. 15501 in GM applications.

Air Gap Measurement

Diaphragm	.030-.040
Borg & Beck	.040-.050
Long-Style &	
12 Bolt	.050-.060



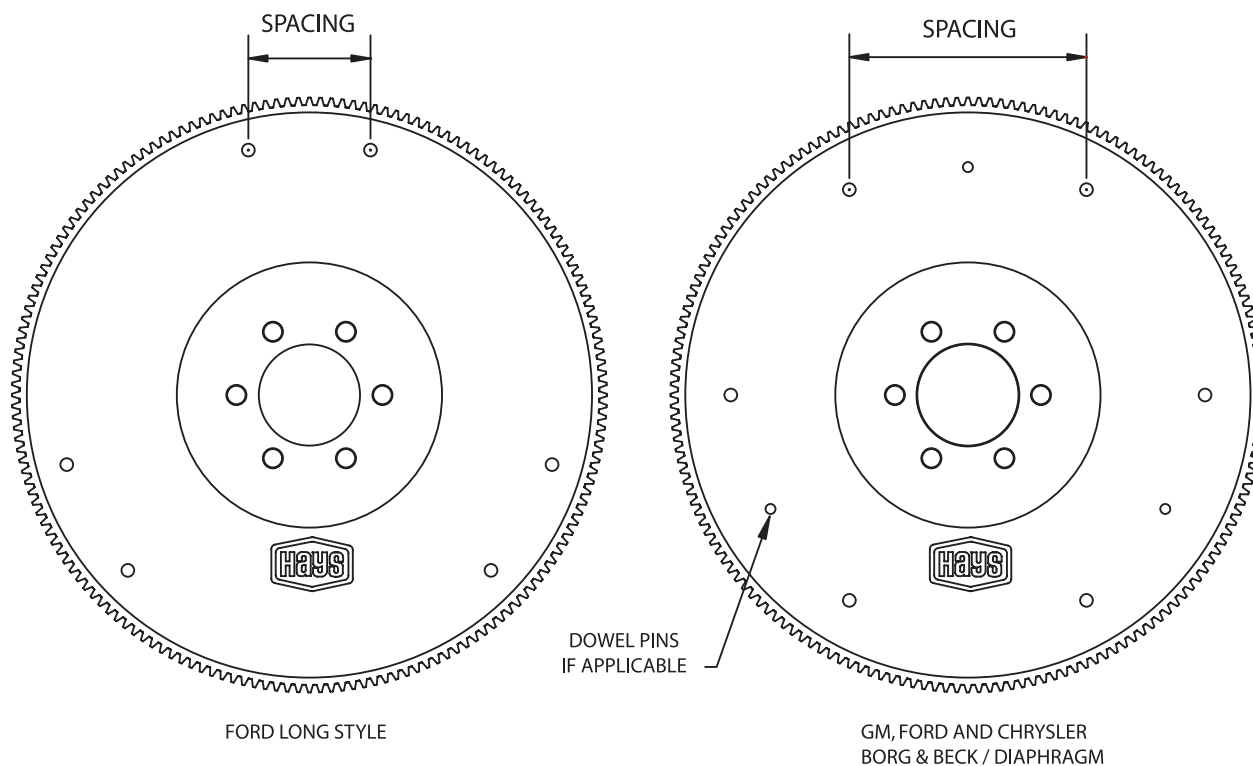
This shows the proper way for the throwout bearing to be installed onto the clutch fork. Lightly grease the outside sleeve of the throwout bearing before installation. This will allow it to slide into the fork.

TECH TIP

FASTENER TORQUE SPECIFICATIONS

Bolt Size	Torque
5/16-18x1"	25 ft/lbs.
3/8-16x1"	35 ft/lbs.
7/16-20x1"	70-80 ft/lbs.
1/2-20x1"	100-110 ft/lbs.
1/2-20x3/4"	100-110 ft/lbs.

PRESSURE PLATE MOUNTING HOLE SPECIFICATIONS



Make	Clutch Diameter	Clutch Style	Bolt to Bolt Spacing	Mounting Bolt Thread Size	Dowel Pins Required
Chrysler	10" or 10.4"	BB/D	5-13/16"	3/8-16 UNC	No
Chrysler	11" or 12"	BB/D	6-5/16"	3/8-16 UNC	No
GM	10" or 10.4"	BB/D	5-13/16"	3/8-16 UNC	No
GM	11" or 12"	BB/D	6-5/16"	3/8-16 UNC	No
GM LS-1	11" or 11.5"	BB/D	6-5/16"	10mm x 1.50	Yes
GM LT-1	11" (Pull Type)	BB/D	5-13/16"	3/8-16 UNC	No
Ford	10" (Long Pattern)	D	3-1/8"	5/16-18 UNC	No
Ford	10" or 10 1/2"	Long	3-1/8"	5/16-18 UNC	No
Ford 1986 -Up	10.4" (Mustang)	D	5-5/8"	8mm X 1.25	Yes
Ford	11"	Long	3-3/8"	5/16-18 UNC	No
Ford	11"	D	6-3/16"	3/8-16 UNC	No
Ford 4.6L	11" (Mustang)	D	6-3/16"	8mm X 1.25	Yes
Ford	11 1/2"	Long	3-9/16"	5/16-18 UNC	No

BB = Borg & Beck D = Diaphragm

Note: Bolt to bolt spacing is shown to the nearest fraction of an inch for reference only and may not be exact.

NUMERIC INDEX

Part#	PAGE
910	34
911	34
912	34
914	34
2477	33
2478	33
3680	33
6710	34
6711	34
6712	34
6715	34
6716	34
6717	34
6718	34
6719	34
6940	33
6941	33
6942	33
6960	33
15500	32
15501	32
15502	32
15503	32
15504	32
15510	32
15515	32
15525	32
15535	32
15907	33
15914	33
15915	34
15920	34
15921	33
15930	34
15940	34
15945	34
15950	34
15951	33
15954	33
15957	33
15960	34
15961	33
15964	33
15967	33
15970	34
15976	32
15977	32
10-010	28-29
10-012	29
10-015	29
10-020	29
10-024	29
10-025	29
10-026	29
10-125	27
10-130	26-27
10-132	27
10-140	27
10-150	27
10-235	27
10-245	27
10-320	28
10-330	27
10-340	27
10-430	27
10-530	27
10-630	27
10-730	27
11-070	30
11-080	30
11-090	30
11-330	27
11-340	27
11-430	27
11-730	27

Part#	PAGE
12-030	30
12-035	30
12-040	30
12-045	30
12-050	30
12-055	30
12-060	30
12-240	27
12-250	27
12-345	27
12-430	27
12-535	27
12-540	27
12-630	27
12-640	27
12-735	27
12-745	27
12-830	27
12-835	27
13-065	29
13-130	27
13-140	27
13-230	27
15-075	29
16-030	27
16-130	27
16-132	27
16-134	27
20-130	27
20-132	27
20-235	26
20-235	27
20-330	27
20-530	27
20-730	27
20-999	28
21-430	27
22-243	27
22-540	27
22-630	27
22-735	27
22-830	27
22-835	27
22-840	27
22-845	27
23-130	27
29-2321	39
29-3321	39
30-012	3-7, 10-11, 13, 19
31-212	3-5, 7, 11, 13, 19
31-318	35
31-320	35
33-150	3, 8, 12, 18-19
33-160	3, 8, 18, 19
33-610	3-6, 10, 12-15, 19
34-618	3-6, 8, 10-11, 13-15, 19
36-124	3, 7-9, 12, 19
37-220	3, 7-12, 19
37-224	35
39-602	35
39-604	35
39-606	35
39-608	35
39-610	35
39-611	35
40-104	3, 6-7, 13, 19
40-107	3, 7-9, 11-12, 19
40-108	3, 7-12, 19
40-111	3-6, 10-11, 13-15, 19
40-118	3
40-121	3-5, 13-15
40-150	3, 8, 18
40-160	3, 8, 18
40-205	3, 7, 13, 19
40-212	3-6, 10-11, 13-15, 19

Part#	PAGE
40-220	3, 7, 13
40-221	3-6, 10, 13-15
40-221	4
44-107	37
44-108	37
44-109	37
44-110	37
44-111	37
44-112	37
44-114	37
44-116	37
44-118	37
44-120	37
44-122	37
44-212	37
44-322	37
44-402	37
44-412	37
44-442	37
44-512	37
44-622	37
44-722	37
44-822	37
44-922	37
44-932	37
44-934	37
44-936	37
44-938	37
44-940	37
44-942	37
44-944	37
44-946	37
44-948	37
44-949	37
44-950	37
46-602	28
46-604	28
46-656	28
49-104	37
49-107	19, 37
49-108	19, 37
49-111	6, 37
49-1111	39
49-118	37
49-119	37
49-205	37
49-212	6, 10, 37
49-220	37
49-221	37
49-3103	38-39
49-321	37
50-105	2, 4-7, 10-11, 13, 16-19
50-110	2, 4-5, 7, 11, 13, 16-19
50-120	2
50-120	6
50-120	10
51-105	2, 4-6, 13-19
51-110	2, 4-8, 10-11, 13-19
51-120	2, 7-8, 12, 18
51-125	2, 8, 12, 18
51-140	2, 8-9
51-163	4, 11, 13
52-105	2, 7-9, 12, 18
52-110	2, 7-12, 18
55-102	2, 7-9, 12, 18
55-104	2, 6-7, 13, 18
55-107	2, 7-9, 11-12, 18
55-108	2, 7-12, 18
55-111	2, 4-6, 10-19
55-121	2, 4-5, 13-19
55-205	2, 7, 13, 18
55-212	2, 4-6, 10-11, 13-19
55-221	2, 4-5, 13-19
55-310	2, 6, 10
70-101	4-6, 10-19, 31

Part#	PAGE
70-104	31
70-110	6-7, 13, 18-19, 31
70-112	7, 13
70-115	7-12, 18-19, 31
70-120	31
70-170	31
70-201	4-6, 10-15, 31
70-226	7-9, 12, 18-19, 31
70-230	7-12, 31
70-234	31
76-200	28
76-228	31
76-229	31
85-100	16-19
85-101	16-19
85-102	17-19
85-103	19
85-104	19
85-105	4, 13-14, 17-19
85-110	16-19
85-111	16-19
85-112	16-19
85-113	19
85-114	19
85-125	4, 13, 17, 19
85-200	18
85-201	18
85-202	16, 18
85-203	19
85-205	18
85-210	18
85-211	19
85-300	16, 18
85-301	19
85-310	18
85-311	19
85-411	16, 18
90-100	21, 24-25
90-101	21, 24
90-102	21, 24
90-103	21, 24
90-104	21, 24
90-109	21, 24
90-125	21, 24
90-153	21, 24-25
90-154	21, 24-25
90-155	21, 24
90-157	21, 24-25
90-188	21, 24
90-200	22-23
90-201	22-23
90-205	23
90-210	21-23
90-212	23
90-228	23
90-237	22-24
90-239	22, 24-25
90-320	23
90-325	23
90-333	23
90-335	24-25
90-344	24-25
90-377	23
90-400	25
90-424	25
90-500	25
90-511	21-22
90-555	21
90-557	21
90-566	22
90-600	21, 25
95-201	19
95-205	19
95-211	19

MR. GASKET PERFORMANCE GROUP

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ACCEL offers a wide range of performance ignition products including digital fuel injection systems, fuel injectors, coils, distributors, caps, rotors, ignition wires and spark plugs.

Hays builds a wide range of high performance clutches for street and strip applications including pressure plates, discs, flywheels and complete clutch kits. Hays also has a complete line of custom-built specialty clutches for drag racing and tractor-pulling applications.

Lakewood manufactures safety and suspension products including hydroformed bellhousings, traction bars, drag shocks and lowering springs.

Mallory manufactures a complete line of high performance racing ignition and fuel systems, including ignition boxes, distributors, magnetos, ignition wires, caps, rotors, fuel pumps and regulators.

Mr. Gasket has an extensive line of high performance parts and accessories including gaskets, fasteners, chrome plated accessories, engine components, carburetor adapters and spacers, cooling system products, suspension components and fuel system accessories.

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SECTION G-G
SCALE 1:1

