



PERFORMANCE CLUTCHES

FIDANZA'S TWIN-DISC CLUTCH KIT

For far too long the use of a twin disc clutch meant that you had to sacrifice drivability. They were on and off switches that you dare not use on the street. But when you have a car making too much horsepower for a conventional clutch set-up, what were you to do?

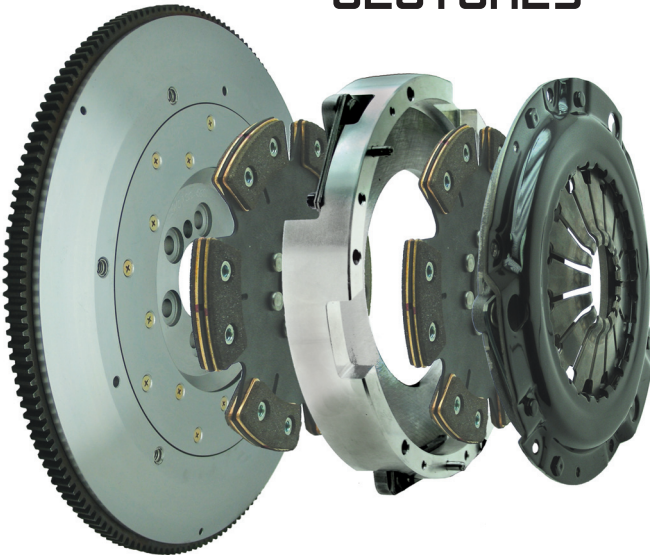
Now there is an answer!

Our new twin disc clutch kits are designed to hold up to 900 ft-lbs. of torque. This is achieved by using state of the art materials and incredible designs. All this holding power does not mean that drivability is lost. Pedal feel is virtually unchanged and engagement is as smooth as our 3.2 kevlar single disc unit.

THE FLOATER PLATE ON ALL OUR UNITS IS STRAPPED TO ELIMINATE THE ANNOYING RATTLE THAT TWIN DISC UNITS ARE KNOWN FOR.

At only 8-3/4" in diameter, we have also kept down the rotating mass to further improve performance.

The kit not only includes the pressure plate and both discs, but also a state of the art high quality performance flywheel.



2.1 CARBON KEVLAR®

- Designed for street use on cars with mild upgrades.
- Woven Carbon Kevlar mix for long life and increased holding power.
- Has a full marcel and sprung hub for smooth engagement.
- Made to hold 20% more torque than stock.



3.2 KEVLAR®

- Designed for Street/Strip cars with moderate upgrades.
- Kevlar facing gives much improved holding power.
- Has a marcel and sprung hub for smooth engagement.
- Made to hold up to 60% more torque than stock.
- Requires a 100 mile break in period.



4.3 CERAMIC

- Designed for street/strip use for cars with moderate upgrades.
- Ceramic facing is aggressive for great holding power.
- Has a marcel and sprung hub for good street engagement for the forgiving driver.
- Made to hold up to 80% more torque than stock.



5.4 SINTERED IRON

- Designed for full race use.
- Sintered iron facing is very aggressive and gives instant clutch engagement.
- Has no marcel or sprung hub and is not recommended for street use.
- Made to hold up to 75% more torque than stock.

ALUMINUM FLYWHEEL

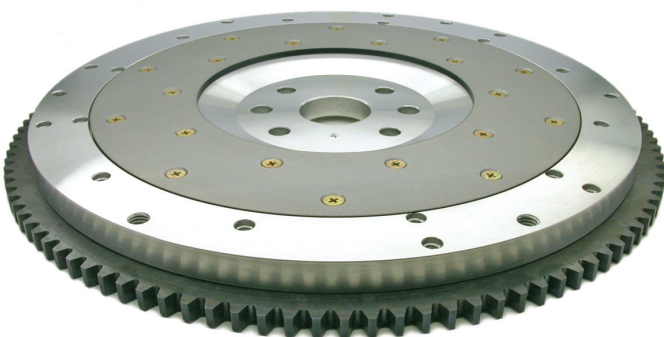
Our aluminum flywheels are made from the highest quality 6061 T6 aluminum. The material is fantastic for strength, heat dissipation and of course reduction in weight. The friction surface we use is an incredibly strong 1045 steel. The flywheel friction plates are milled to meet our high specifications. A Fidanza aluminum flywheel can mate with any type of clutch material including organic, kevlar, ceramic, metallic and sintered iron. We attach the replaceable friction surface with military grade aerospace fasteners. With these replaceable friction plates there is no need to replace the entire flywheel when the clutch or flywheel is at the end of its life, saving time and money. The ring gears we use are also made from 1050 steel and are heat treated for durability. The flywheel ring gears are heated then pressed on and secured with grade 8 button screws. We were the first to utilize a stepped dowel system in most of our flywheel applications. This doweling method ensures that once the pressure plate is installed the dowels cannot be removed because they become locked into place. No chrome-moly can compete with the awesome serviceability, strength and superior design of Fidanza's aluminum flywheels. If there was a better material out there, we would be using it.

PERFORMANCE PRODUCTS



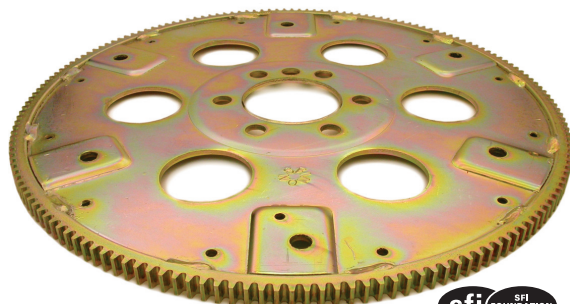
STEEL FLYWHEEL

Our high performance steel flywheels differ from the competition by being not only durable but serviceable. Another reason they outperform the competition is that the body is milled from a 1045 billet steel slab. It's incredibly strong and can withstand the rigors of the most extreme engines, drivers and conditions. Of course all Fidanza steel flywheels include a serviceable 1045 steel insert for the clutch to ride on, which is attached using the highest quality aerospace fasteners. We attach the ring gear just like we do the aluminum flywheel. Each steel flywheel weighs approximately the same as the stock piece.



FLEX PLATES

Built for strength, our flex plates are designed with durability as the number one priority. Made from a high tensile steel that is milled to .030" thicker than the original. This design allows for incredible strength while still allowing for the flex that is required when the torque converter balloons. After stamping, the heat treated ring gear is attached with double welds on both sides. The entire assembly is then yellow zinc plated.



SHORT THROW SHIFTERS

There are so many short throw shifters on the market, however, only Fidanza has a short shifter available that stands out amongst all others. These shifters are made from the highest quality aluminum and hardened steel. Three dimensional imaging and machining are used to get the finest profile for fit and functionality. That's why we say, the shorter the throw the quicker you go! Fidanza will get you to the finish line first.

