



newworks newworks newworks

DISCOVER A NEW KIND OF CLUTCH RELEASE BEARING



The greatest threat to a clutch release bearing is not failure in service but failure before it.

The two greatest obstacles rodders and racers face when installing a competition-style hydraulic release bearing are **determining the correct amount of bearing movement on the piston sleeve** and second, **determining the exact proximity of a fully retracted release bearing to the diaphragm clutch fingers**.

An easy solution to the first is to adopt Ram's new heavy-duty universal release bearing (PN 78180HD) combined with their new clutch adjuster.

Product Features:

- HD Bearing: facilitates universal fitment—applies to diverse range of applications, including late-model performance vehicles (Camaro, Mustang, Corvette); early muscle cars (both restored and resto-mods and those with modern manual transmissions); street rods; and Cobra kit cars.
- HD Bearing: provides better sealing with bigger O-rings on piston sleeve and housing
- HD Bearing: achieves additional sealing with Teflon backing rings
- HD Bearing: supplied with fittings, bleed line, and bleed screw
- Clutch Adjuster: allows for bearing travel adjustments to be made before parts are installed in bell housing
- Clutch Adjuster: eliminates risk of bearing crashing into circlip
- Clutch Adjuster: pioneers unequalled control of bearing movement
- Clutch adjuster: corrects pedal height troubles, too
- Ram's new universal bearing and adjuster are priced at \$199 and \$138.95 respectively
- Ram also provides measuring information to determine the exact position of the fully retracted release bearing in relationship to the diaphragm fingers.



Briefly...

Clutches were originally mechanically operated then by cable and now by hydraulics. OE manufacturers use pre-loaded release bearings that are in constant contact with the diaphragm fingers while competition-style bearing makers do not—Ram and others seek maximum clutch clamping force and, therefore, require some free-play between the bearing and the fingers. Further free play is needed to accommodate for wear as the fingers gradually move toward the bearing. Controlling the amount the bearing moves on its sleeve is a further consideration – if it moves too far it will collide with the circlip on the end of the piston sleeve – not far enough and it won't disengage the clutch. These are some of the issues that Ram addresses today with their new universal release bearing and clutch adjuster.

This data reveals three vital measurements that ensure perfect clutch operation.

They can be found on Ram's technical webpage at the following link:

<http://www.ramclutches.com/Instructions/RAMBEARINGPOSITION1010.pdf>

For further information contact:

RAM CLUTCHES

201 Business Park Blvd.

Columbia, SC 29203

Telephone (803) 788-6034

E-mail info@RamClutches.com

or visit: www.ramclutches.com