

DRIVING AND OPERATION TIPS FOR RAM DUAL DISC CLUTCH SYSTEMS

RAM dual disc clutch systems are designed for use in mid to high horsepower street cars (450-1100 hp).

CHASSIS DYNO

The chassis dyno is the single largest load that your clutch system will ever see. There is no slip at the tires, just full load being driven through the clutch. Ideally any vehicle should be dyno'ed with a minimum of a 4.10 or lower ratio. If the vehicle is geared higher, use a lower gear for the dyno pull to reduce the load on the clutch system. **NEVER DYNO A CAR IN OVERDRIVE.** See below for sample ratios to use in determining what gear to dyno in.

Rear gear 2.90 x 4th gear 1.00 = 2.90 drive ratio

Rear gear 2.90 x 3rd gear 1.30 = 3.77 drive ratio

Rear gear 2.90 x 2nd gear 1.78 = 5.07 drive ratio

Rear gear 3.42 x 4th gear 1.00 = 3.42 drive ratio

Rear gear 3.42 x 3rd gear 1.30 = 4.44 drive ratio

Rear gear 4.10 x 4th gear 1.00 = 4.10 drive ratio

STREET DRIVING

Use your RAM Street Dual disc clutch on the street just as you would any other street clutch. The overall weight of your unit is going to effect the amount of engine RPM required to make a smooth transition. Aluminum flywheel units require a bit more slip to get the vehicle moving.

DRAG STRIP USE

To maximize the life of your RAM Street Dual disc clutch, it is imperative that you follow these guidelines:

BURNOUTS – make sure the tires are completely in the water before starting. Do not burn out through the water; once the tires start to grab, push in the clutch and roll out. Letting the clutch grab will load the clutch system heavily and reduce clutch life. Remember that the rubber around the starting line is the stickiest part of the race track.

LAUNCHING – Make **SURE** the car is in **FIRST GEAR** before staging. Leaving in the wrong gear could destroy the clutch system. Ditto for trying to use the higher gears to launch and reduce tire spin. If your clutch is equipped with metallic friction material, you can annually slip the clutch some on launch.

SHIFTING – miss shifts will result in over reving and/or bouncing off the rev limiter, either of which can damage the straps that connect the pressure ring to the clutch cover. This will cause engine vibrations and most likely inability to shift/disengage the clutch. This has happened to the **BEST** racers so don't think you are immune.

AT THE FINISH – Make sure to disengage the clutch at the finish line. Do not allow the engine to decelerate in gear as this loads the drive straps in reverse and can cause damage to the clutch.

HOT LAPPING – ‘Hot lapping’, or making many runs back to back, is extremely hard on any clutch system. Allow time between runs for the clutch (and other components) to cool down before going back up. Concentrate on making QUALITY runs rather than quantity runs.

TRACTION CONTROL – NEVER RACE WITH TRACTION CONTROL ON. Using this feature will cause severe loading of the clutch and damage.

IF YOUR CAR IS PRIMARILY USED FOR DRAG RACING CONSIDER USING A STAND DRIVEN FLOATER PLATE UNIT LIKE THE RTRACK, AND USING METALLIC FRICITON MATERIAL RATHER THAN ORGANIC FOR INCREASED LIFE OF YOUR CLUTCH UNIT.

ROAD RACE/AUTOCROSS/CIRCUIT RACING

Make sure to ‘rev-match’, or match engine RPM when shifting, especially on downshifts. A hard reverse load is placed on the cover drive straps when this is not done. This loads the straps in reverse and in extreme cases will bend or break the strap causing non-release or vibrations. Adapting to this procedure will not only increase the life of your clutch unit, but will also make you drive much smoother into the turns and help reduce lap times.