



## Important Fitment Advice

### Damper spring movement

**This drive plate in this clutch been specifically designed for this application. It has a 'floating' self-aligning splined hub & three different specifications of damper springs.**

The main damper springs are loose and move before fitment to the vehicle. This may be mistaken for a faulty damping mechanism - but has been designed to operate in this manner.

As the engine speed and torque increases, all of the damper springs become compressed through the rotating action of the drive plate hub – providing the dampening specifications required for a comfortable driving experience.

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#### **Light idle-damper springs – First stage**

Eliminates feedback at Idling speeds & self aligning hub.

#### **External main damper springs – Second stage**

Damping for standard load & torque conditions.

#### **Internal main damper springs - Third stage**

Damping for increased load & torque conditions.

