Parnzzi
Classic VW Supplies

KENNEDY ENGINEERED PRODUCTS

This is a 200mm pressure plate for Volkswagens. Prior 1971 **early style** Volkswagen clutches had a floppy style release bearing which requires a pad to be installed on the top of the diaphragm fingers. Kennedy clutches can be easily converted to the **late style** by removing the pad. To do this, lay it upside down on a bench. Using needle nose pliers rotate the Spiroloc style snap ring until you see the end of that ring. Lift and pull that end around two turns to unwind it. Then the pad will fall off. **Late style** clutches are used with Volkswagen's guided release bearing found on 1971½ and newer VW vans, 1971 and newer VW bugs and all Super Beetles.

BEFORE INSTALLING CLUTCH, examine the cross-shaft for the release bearing. It must be centered or it can break the pad off our early style clutch. Look for poor workmanship on aftermarket shafts, damage or excessive wear. Grease the points between the cross-shaft and the release bearing. The splines of the input shaft or disc must also be lightly greased. If a spot of grease gets on the disc lining remove it with coarse sandpaper. Do not let any solvents get on the clutch disc.

Clean contact surface of flywheel and pressure plate with a rag dampened with safety solvent or soap and water to remove the protective oil which we put on all our parts.

WHILE INSTALLING CLUTCH, use a clutch alignment tool or a VW input shaft to center the disc, then in a criss-cross style pattern, pull the bolts down gradually and uniformly. We recommend you lubricate the bolts with oil or torque lube and torque to 27 ft. lb. for 10.9 grade bolts.

WHEN ADJUSTING CLUTCH, check the freeplay at the transaxle and not at the clutch pedal. The arm at the clutch cable should move about 1/8" before you hear the release bearing click against the clutch. As the disc wears, freeplay is reduced. In time, lack of freeplay can cause clutch slippage.

USEFUL NOTES ABOUT KENNEDY (or KEP) CLUTCHES

If you wish to identify the style of release bearing in your '71 transaxle, then note that the late style release bearing slides on a guide tube which fits over the input shaft. The early style release bearing will flop up and down if you poke it with your finger.

ALL KEP clutches are carefully balanced so they are ready to use. If you send your engine to a balance shop, hold on to the pressure plate. Many balance shops do more harm than good to our pressure plates. We do not mean to discourage balancing your engine. That is worthwhile for any high RPM race engine or any engine that will be used for highway cruising. The original production engine in almost all cars are spun balanced after assembly.

Be certain there is a pedal stop, especially when used on a fabricated chassis instead of the stock VW floorplan. This is important because excessive travel can cause the release cross shaft to break. The cable travel should be about $^{7}/_{8}$" at the VW transaxle. If the end of the clutch lever only travels $^{5}/_{8}$" you may find that it will not release.

These clutches are warranted against defects in material and workmanship. We do offer full rebuilding services at reasonable prices.

	Torque capacity with organic disc	Suggested application
STAGE I	176 ft. lb.	Intended to handle any street VW and engines up to '75 Buick V6. Use stronger clutch for later Buicks.
STAGE II	217 ft. lb.	Works good in well hopped up VW sandbuggies and most other competition VW uses where the driver is determined to either win or break.
STAGE III	257 ft. lb.	Will handle a low compression 305 CID Chevrolet V8 for street use.
STAGE IV	298 ft. lb.	Used by some drag-racers who are running very large VW engines on nitrous and drop the hammer at 8000 RPM using an organic disc.
SUPER 180	160 ft. lb.	180mm is only used when it is too much trouble to change the flywheel to a 200mm one.

Metallic lining increases torque capacity 25%, but is not recommended for street use due to its harsh engagement.