

REPLACEMENT PARTS AND PACKAGES

TO ORDER A "COMPLETE PACKAGE" SEE CHART FOR YOUR APPLICATION.

Output Housings are A356 castings dedicated to exclusively use our self-centering large-piston hydraulic release bearing. This reduces clutch release effort and improves modulation.

Two piston lengths are available for use with two and three-disc OT-III 5.5" metallic clutches. The output housing should be indexed so that the external bleed screw remains on top.

The heat-treated input shaft is precision machined to fit the pilot bearing installed in our flywheel. The input shaft is splined to fit up to four-disc OT-III's.

Spline size is 1-5/32" x 26 for maximum strength.

Machined to fit the popular torque ball assemblies.

If the starter is mounted under the torque tube, this will still allow 13° drive shaft droop.

Clutch Output Housing Assembly does not include release bearing piston assembly, Super Starter® or clutch/flywheel assembly.



Output Housing Assembly includes input shaft hardware and release bearing housing.
Note: Release bearing piston assembly sold separately.



ULGC "59-series" Midget, Sprint, Champ and Modified clutch-starter package.

This package is designed for, but not limited to, Midget/Sprint/Champ and Modified car classes where a self-starting rule is mandated.

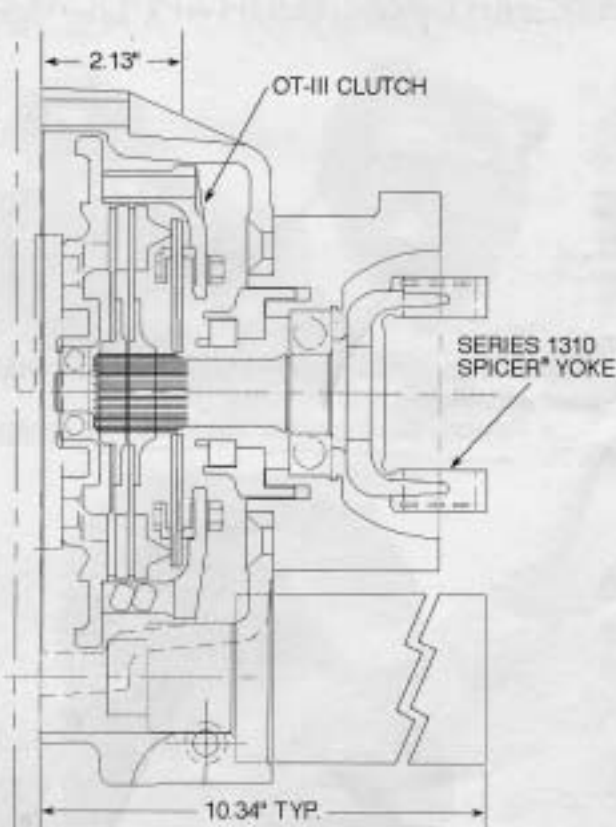
Two-disc assemblies are recommended for all Midget applications and are rated at over 500 lbs_f•ft torque. Three-disc assemblies are recommended for most Sprint, Champ and Modified applications and are rated at over 750 lbs_f•ft torque.

* **"Complete package" includes:** clutch-output housing assembly, release bearing. Piston assembly, Super Starter® and clutch-flywheel assembly.

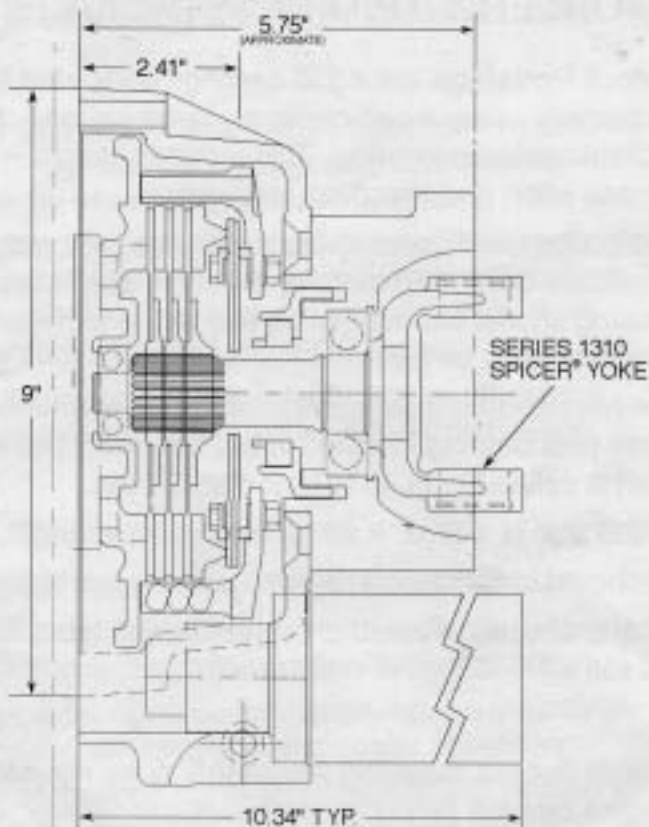
Application	Complete Package	D I S C	Spline	Clutch/ Output Housing	Clutch Flywheel Assembly	Piston Assembly	Starter Assembly	Clutch Housing	Output Housing	Flywheel	
Chevy-II, Chevy V-8 (pre '87), Scat V-4, Arias/Fontana-4	59-700 59-701	2 3	1-5/32" x 26 1-5/32" x 26	59-200 59-200	57-700 57-701	59-002 59-003	59-100 59-100	59-205 59-205	59-210 59-210	51-700 51-700	
Cosworth BDP	59-720 59-721	2 3	1-5/32" x 26 1-5/32" x 26	59-200 59-200	57-720 57-721	59-002 59-003	59-100 59-100	59-205 59-205	59-210 59-210	51-720 51-720	Includes 1/2" clutch housing spacer
Ford V-8	59-750 59-751	2 3	1-5/32" x 26 1-5/32" x 26	59-200 59-200	57-750 57-751	59-002 59-003	59-100 59-100	59-205 59-205	59-210 59-210	51-750 51-750	
Gaerte	59-760 59-761	2 3	1-5/32" x 26 1-5/32" x 26	59-200 59-200	57-760 57-761	59-002 59-003	59-100 59-100	59-205 59-205	59-210 59-210	51-760 51-760	
Pontiac, 12-bolt crank	59-710 59-711	2 3	1-5/32" x 26 1-5/32" x 26	59-200 59-200	57-710 57-711	59-002 59-003	59-100 59-100	59-205 59-205	59-210 59-210	51-710 51-710	
V.W. Scat, Autocraft—(see note)	59-730 59-731	2 3	1-5/32" x 26 1-5/32" x 26	59-200 59-200	57-730 57-731	59-002 59-003	59-100 59-100	59-205 59-205	59-210 59-210	51-730 51-730	Autocraft engines will require a flanged crank
OT-III 5.5" Replacement Clutch Packs:											
Two-disc: 67DP-53-59						Three-disc: 67DP-53-59-59					

Note: 1. Other applications to follow 2. A rear camdrive pump bracket is available, if required.

SPECIFICATIONS

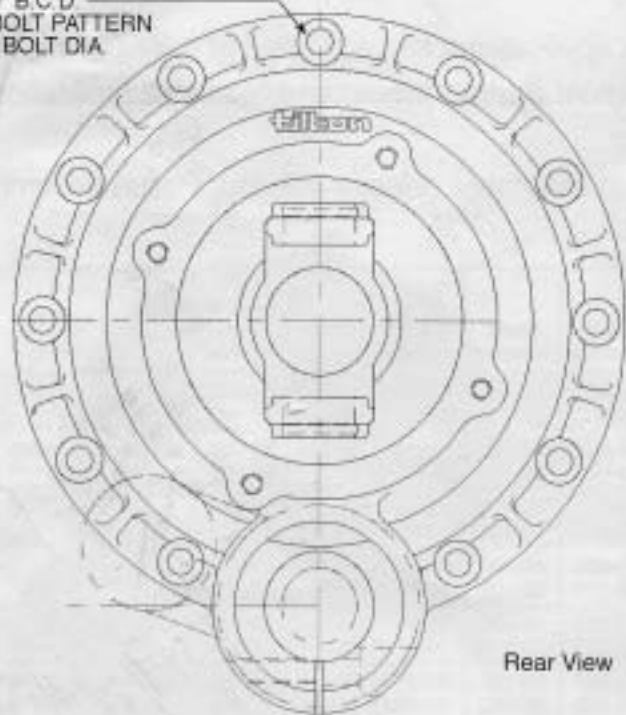


Two-Disc Package
Recommended for applications up to 500 lbs/ft



Three-Disc Package
Recommended for applications up to 750 lbs/ft

8.25" B.C.D.
12-BOLT PATTERN
3/8" BOLT DIA.



Rear View

Installation Requirements:

To install this assembly, both the crankshaft centerline and the offset in relation to the back of the block must be standardized.

Installation of the clutch housing requires that it be concentric within .005" total indicated runout of the crank flange and that the motor plate be nominally 3/8 inches thick. Many engine and chassis builders will be able to furnish a motor plate specially machined to accept this assembly or your current motor plate can be precision machined by using a drill fixture that we will make available to leading engine and chassis builders.

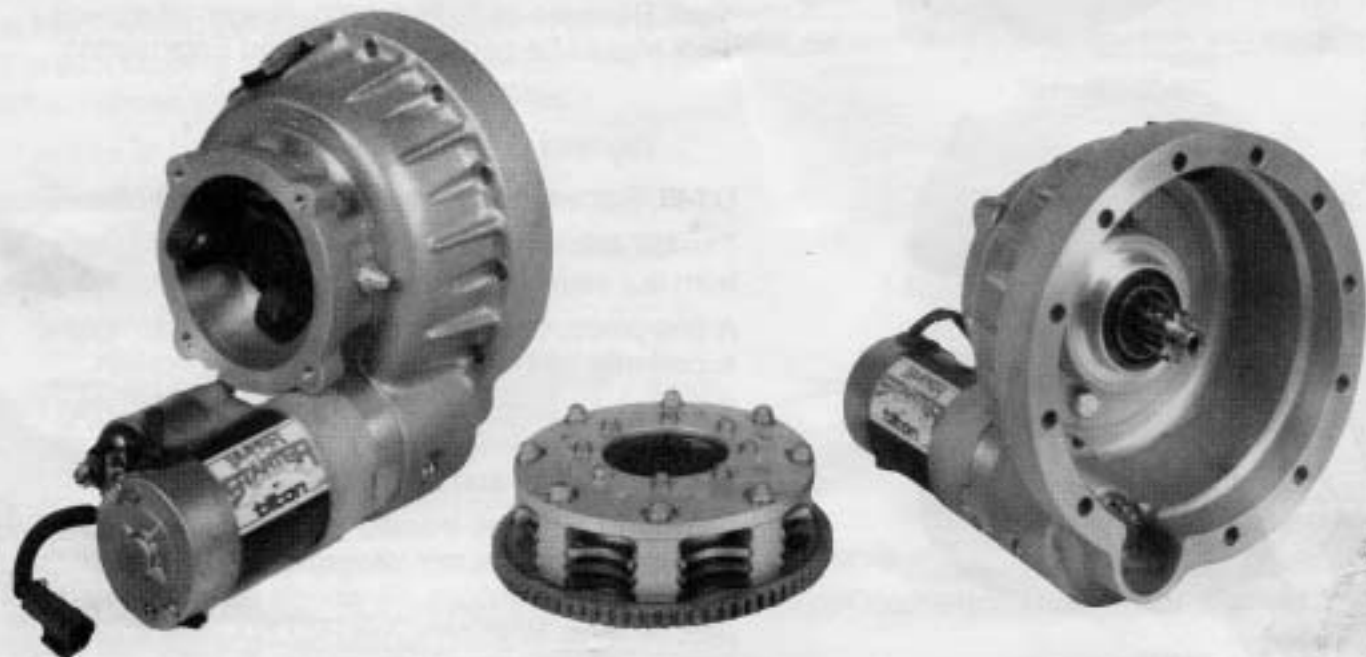
* Because of the numerous rear camshaft-driven pump assemblies, in some applications the clutch housing might have to be modified to take either an extended drive shaft or an offset pump belt drive.

The clutch-starter assembly represents a new direction for open wheel racing. We would appreciate your input to help us improve our product and instructions. Please advise us of your problems and make suggestions of preferred methods of installation that you develop.

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Indianapolis, IN 46222
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*Tilton Engineering
Announces Its New*

MIDGET, SPRINT, CHAMP AND MODIFIED CLUTCH-STARTER PACKAGE



Tilton Engineering, recognized world leader in "clutch housing and clutch-flywheel-release bearing-starter packaging," is proud to announce its newest self-starting Midget Package that fully complies with USAC's self-starting rules.

Features:

- USAC Approved*
- Drive shafts need only be 2-3/4" shorter, or the engine may be moved forward 2-3/4".
- Center of crank to bottom of starter is 5-3/4" with the starter mounted in the 5 o'clock position and will still allow a 13° drive shaft droop.
- Complete assembly only adds approximately 16 pounds to the car.
- Flywheel's outer diameter is just 7-9/16". The pilot bearing is included.
- Will accommodate most rear-mounted cam drive accessories with modification.
- Works with most of the popular torque balls.
- Housing can be indexed 360°.
- Rear-facing starter mount allows maximum oil pan and header clearance.
- Pinch clamp starter mount allows 270° rotational adjustment.
- Uses OT-III 5.5" 2 or 3-disc clutches.
- Package incorporates the use of a hydraulic release bearing.
- Housings are A356 aluminum castings.
- Clutch housings will be available in magnesium June '93.

* USAC approval does not constitute an endorsement

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Super Starter®

Super Starter® — Since its introduction in 1981, the Tilton Super Starter® has become **The Racing Starter** by which all others are judged.

The "59-100" Super Starter® is of the latest technology. Even at just 3.0" O.D. and a weight of less than 7 lbs., the "59-100" has, conservatively, 70% more torque output than a typical OE starter.

Note: Because of its high-tech design, all service work should be performed by Tilton Engineering.



OT-III 5.5" 3-disc
Clutch-Flywheel Assembly
Including Pilot Bearing and Hardware

OT-III, 5.5" metallic clutch-flywheel assemblies.

The OT-III metallic clutch shares technology learned from our award-winning carbon/carbon clutches.

A one-piece, open-cover design insures structural superiority, self-cleaning and cooler operation.

Some of the long list of features with this proven winner are its lightweight, low-inertia, high torque capacity, long-wearing and high burst strength.

Flywheels are heat-treated steel of a lightweight design. Ring gears are integrally-cut for added strength and reliability. Flywheels have a sealed ball pilot bearing. With only 7-9/16" O.D., this should clear most cam drive extensions.

This clutch is currently winning in: IndyCar™, IMSA: GTP, GTPL, GTS, GTU, GTO, Trans-Am, ASA, All-Pro, ACT, ARTGO, ARCA, Toyota Atlantic.

Note: Carbon/carbon 1 to 4-plate clutches may be used in this package. Contact Tilton Engineering for your application. Carbon/carbon clutches are not approved for USAC* midgets.



Clutch Housing

Clutch Housings are A356 castings. Although this housing is the smallest, lightest clutch housing that Tilton Engineering produces, it is strong and rigid. Up to a four-plate, OT-III 5.5" metallic clutch can be fitted with an adaptor ring.

Clutch housing may be indexed 360° and the pinch bolt starter mounting will allow 270° rotational adjustment for the Super Starter®.