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. Factory manual states tighten these bolts to 22 ft. lb. We recommend 18 ft. lb. for 8.8 grade bolts or 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.

	Torque capacity with organic disc	Torque capacity with 4 pad or 6 pad metallic disc
STAGE I	176 ft. lb.	232 ft. lb.
STAGE II	217 ft. lb.	286 ft. lb.
STAGE III	257 ft. lb.	340 ft. lb.
STAGE IV	298 ft. lb.	393 ft. lb.