

INSTRUCTIONS FOR RAM TRUCK PULL DUAL DISC CLUTCH ASSEMBLY

Ring Height – 1.900”

This is measured from the top cover down to the pressure plate when the unit is bolted together. This measurement will help you determine the extent of clutch wear. When the ring height moves to 1.950” a .010” shim will need to be removed from the flywheel (shims are located on the mounting studs between the flywheel and pressure plate.)

Static Pressure

360 lbs. – 1 turn equals 15 pounds per spring, 7 turns max, range 360-990 lbs.

800 lbs. – 1 turn equals 20 pounds per spring, 7 turns max, range 800-1640 lbs.

1200 lbs. – 1 turn equals 20 pounds per spring, 7 turns max, range 1200-2040 lbs.

Adjust the static pressure with **counterclockwise** turns on the adjuster screws.

Counterweight

A counterweight kit is available (P/N 570) which has an assortment of steel and aluminum bolts, nuts and 1 gram steel washers.

Steel Bolt 1/4 x 3/4	7.6g
Aluminum Bolt 1/4 x 3/4	2.2g
Steel Nut (large)	3.3g
Steel Nut (thin)	2.2g
Aluminum Nut	1.1g

Air Gap - .060” Increase/Decrease as necessary

Maintenance

Optimum performance with multiple disc iron clutches is achieved by leaving at lower RPM's than you may be accustomed to. This allows the clutch to slip some on launch, and drive the engine RPM back up into the power band as you progress down course. Additionally, leaving higher brings the counterweight effect of the clutch in much stronger and may cause the clutch to appear too aggressive on launch. Try it lower and you will be pleasantly surprised.

Data recording computers:

The most effective tuning tool in your trailer is a data-recording computer. By reading engine, driveshaft, and clutch RPM, you can determine exactly what the clutch is doing off the starting line and

through the gears and make educated decisions on how to change your clutch settings. This information also allows us to offer accurate technical assistance.

Maintenance:

To achieve optimum performance it is best to service the unit periodically. Iron clutches will tend to build a glaze over time that makes the clutch more aggressive. How much you slip the clutch will determine the length of time between maintenance. In general, you should service the clutch between every 10-30 runs.

Clutch disc:

The best method for deglazing the disc is to use a disc-cutting machine. If unavailable, use a sanding block to remove the glazed material and floater plate glaze with a coarse 40-grit paper. Work carefully around the disc to maintain its flat surface. Avoid power sanding equipment as it tends to make the disc surface uneven and tapered. Use a new piece of paper for each disc side; the disc is very coarse and wears the sandpaper down quickly. RAM RECOMMENDS A MAXIMUM OF 60-80 RUNS ON IRON DISCS.

Pressure Plate/Flywheel:

Again using coarse sandpaper, remove any discoloration from both of these surfaces. After servicing the clutch reassemble the unit measure the ring height. Remove the wear shims as necessary to set the height back to 1.975". At this point your lever height and spring pressure will be reset to their original positions.