



GETTING TO KNOW YOUR CLUTCH

The Pros and Cons of OEM and Performance Clutches

Clutch: 1. (Mechanical Engineering) a device that enables two revolving shafts to be joined or disconnected as required, especially one that transmits the drive from the engine to the gearbox in a vehicle. 2. Any of various devices for engaging and disengaging two working parts of a shaft or of a shaft and a driving mechanism. 3. The apparatus, such as a lever or pedal, that activates one of these devices.

Choosing the Right Clutch for the Performance You Want

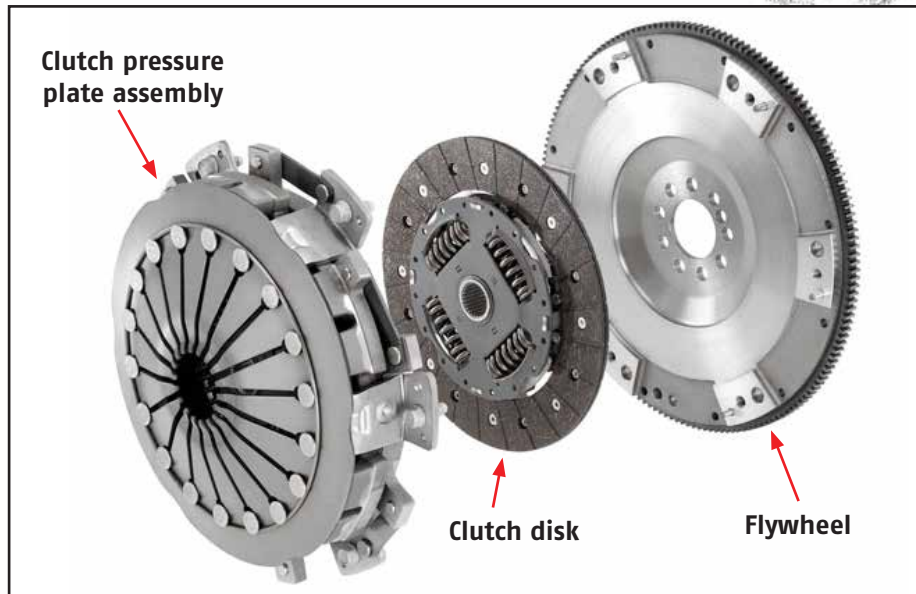
The Clutch is an integral part of any vehicle. It creates friction between the clutch plate and flywheel to transfer power from the engine to the drivetrain. Simply put, the Clutch engages the transmission to make your Corvette move. But how do you know which Clutch — OEM or Performance — is best for your Corvette and your driving style? We compare OEM-and Performance-style Clutches, including benefits and drawbacks of each, to help you make an informed decision.

OEM Clutch

From a concours-correct restoration to a daily driver, OEM-style Clutches provide smooth drivability, factory-level performance and safety.

PROS:

- Restore Factory Performance and Reliability
- Enjoy Better Wear Characteristics for City Driving and Cruising
- Ride in Peace with Quiet Operation
- Accelerate With Ease Thanks to Smooth Stoplight-to-Acceleration Transitions
- Compatible with Factory Hydraulic or Cable-Operated Throw Out Bearings



CONS:

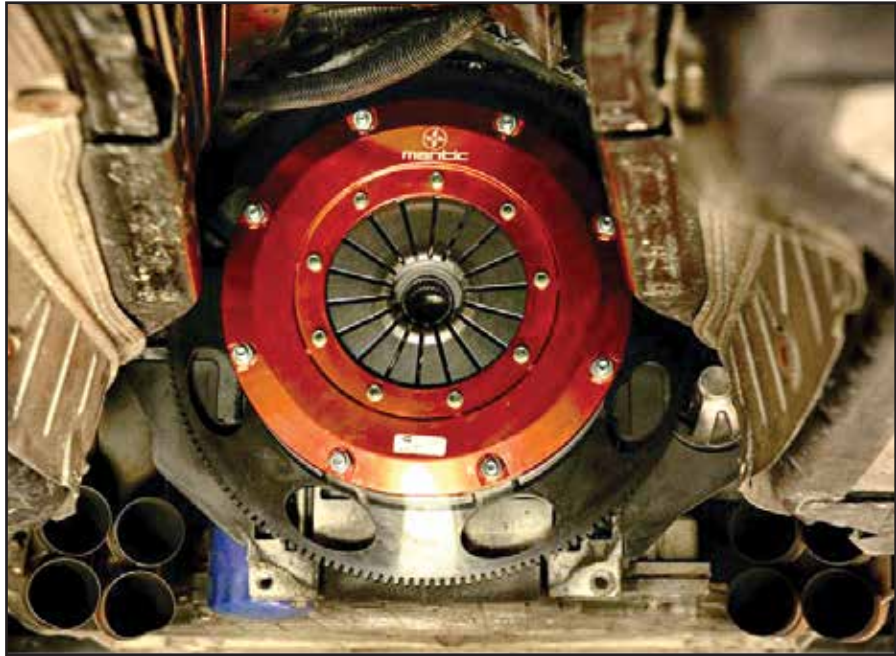
- Limited Torque Capacity Before Slippage Occurs
- Lower [Clamping Force](#) Best Suited for Factory HP

Performance Clutch

For autocross and race Corvettes, Performance Clutches are made to stand up to the demands and additional power associated with aggressive driving.

PROS:

- Best Handling for Extreme Driving Conditions
- Improved Function From Performance-Focused Design
- Greater Torque Capacity for More HP
- Compatible with Factory Hydraulic or Cable-Operated Throw Out Bearings



CONS:

- Possibly Jerky Stoplight-to-Acceleration Transitions
- Performance Design Can Create Noisier Operation

OEM

Original Equipment Manufacturer

The product is manufactured by or for General Motors and is what was installed on your Corvette at the factory.

Examples of OEM Use: Original vehicles and premier restorations. Any project for which originality is essential.

Unfortunately GM parts are discontinued and no longer an option for Corvettes built before 1997. We offer the highest quality OEM Replacement parts for that showroom-new feel.

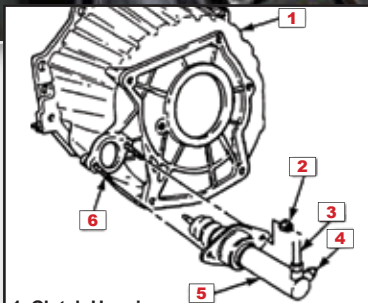
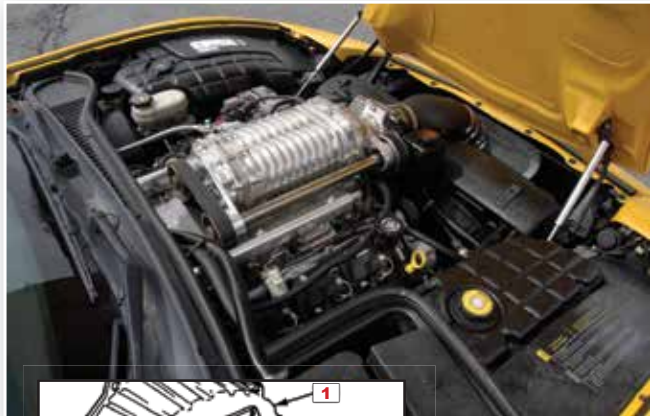




Performance

A truly High Performance Clutch program that requires very minimal increase in pedal effort over OE clutch design.

High performance clutches in the past typically caused some trade-off in drive quality. With the Mantic product line there is no sacrifice of driveability; excessive pedal effort, increased driveline noise, or jerky engagement characteristics we have encountered with other high performance clutch units in the past.



1. Clutch Housing
2. Clutch Actuator Cylinder Stud Nut
3. Hydraulic Line
4. Bleed Screw
5. Clutch Actuator Cylinder
6. Clutch Actuator Cylinder Stud

