

WITH GREEN SPRING #203039A & WHITE GARTER SPRING #211573A

TOTAL GRAM WEIGHT	RED 3/4" 2-209855A	WHITE SOLID 1-209406A	ENGAGE RPM	TOTAL PUCKS
156		6	3000	6
234		9	2500	9
246.3	3	3	2500	6
324.3	3	6	2300	9
336.6	6		2300	6
414.3	6	3	2100	9
504.9	9		1900	9

WITH SILVER SPRING #209417A LESS GARTER SPRING #211573A

156		6	3700	6
234		9	3200	9

CAUTION !
Three IDENTICAL Pucks
= One Set

Always form an
EQUAL TRIANGLE with
each set of three (3)
IDENTICAL PUCKS
being installed.



Locations When Using 6 Pucks



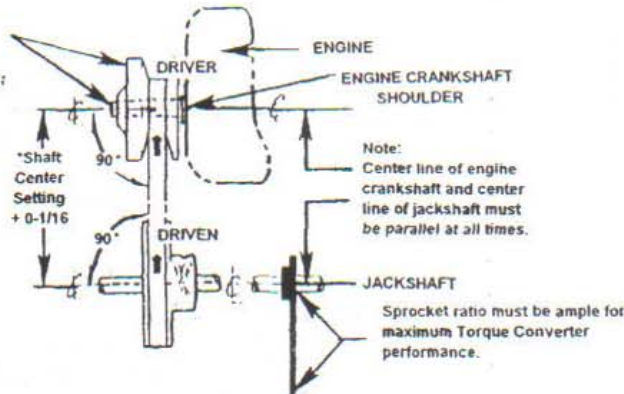
Locations When Using 9 Pucks



Warning! When 2 or more puck types are to be used at the same time, each type must be installed as shown above, in mated sets of 3.

SYSTEM INSTALLATION INSTRUCTIONS

IMPORTANT!
Torque Converter DRIVE UNIT
MUST NOT FLOAT on engine
crankshaft. It must be bolted tight to
engine crankshaft shoulder.
Recommended Torque for bolt:
24 ft. lbs. To 30 ft. lbs. Max



ADJUSTING THE SPRING TENSION OF THE DRIVEN UNIT

NOTE: By increasing the spring tension of the torque sensing system . . . the power ratio of the system (Driver and Driven) can be held longer at higher engine r.p.m.'s before it is overcome by the clutch driver.

To shorten the time required for the driven member to attain it's speed ratio, DECREASE the amount of spring tension of the torque sensing cams. This will allow the r.p.m. of the drive clutch to overcome the power ratio of the driven unit at a faster rate in a lower r.p.m. range.



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