These improved clutch discs are custom made specifically for the model T. THESE ARE NOT MODIFIED TURBO 400 CLUTCH DISCS! What’s the difference? The metal of a Turbo 400 clutch disc is .031” thick, these discs are .042” thick. The thinner Turbo 400 metal discs have a tendency to cut into the clutch hub over time. Thicker metal means more clutch hub contact which is less likely to cut into your hub.

The benefits of this new improved clutch are: positive neutral, less clutch slipping, and easier shifting of the Ruckstell Axle.

**Installation**

1. Read and follow the instructions for overhauling the clutch in the BT-1 Service Manual or in the BT- T Transmission Manual.

2. Inspect the clutch hub for wear. If the grooves where the round clutch discs ride are worn from the old discs digging in, it will either need to be repaired or replaced with a better part. Wear notches in the grooves will cause the discs to hang up. Grooves should be smooth.

3. Inspect the brake drum where the large hex discs ride for wear. Pre 1926 transmissions did not have removable lugs. If the lugs are worn they will need to be filed so they are smooth. If you have the later 1926 or 1927 with the removable lug shoes and they show signs of wear notches. they should be replaced with new shoes that are available at most parts suppliers. Part number T-3312.

4. Check your clutch spring to be sure it has the proper tension. When the spring is compressed to 2”, it should have 90 pounds of pressure. You can do this by placing the spring on a bathroom scale and compressing it to 2”. Anything under 90 pounds should be replaced. Part number T-3340.

5. You are going to be using 9 of the hex discs and the 8 lined discs. Inspect your old hex discs. They should not have signs of warpage, cracks. or heat discoloration. If they show any of these problems, replace them. Part number T-3329.

6. Soak your 8 new lined transmission discs in motor oil over night.

7. Start assembling the discs in the transmission starting with a hex disc and oiling the discs as you install them. You are going to alternate hex, round, hex, round. When you are done, you should have a hex disc on top of the pile. You may or may not need to add an extra hex disc depending on wear of your transmission components. When properly assembled, and adjusted, the clutch finger screw should be just above the clutch finger so you can get the cotter pin in place. Adjustment is covered in the above mentioned manuals.

8. Follow the assembly and adjusting procedures in the above mentioned manuals. This is a very critical step in the process! Improper adjusting can ruin all the work you just went through!

9. After you have put about 100 miles on the car and everything is broke in, repeat the adjusting procedures again.
T-3328/29-JR
Improved Model ‘T’ Clutch
1909-27