

Clutch-Flywheel Assemblies Cerametallic CFA



Tilton clutch-flywheel assemblies are designed to be a direct replacement for stock assemblies, retaining the same diameter (ring gear size) as originally equipped with the car.

Clutch-flywheel assemblies include a 7.25" 2-plate OT-Series cerametallic clutch, disc pack, billet steel flywheel with integral ring gear and related hardware. Some kits also include a hydraulic release bearing, replacing the stock slave cylinder and release bearing-related linkage.



	Application	Clutch Size	Discs	Weight	M.O.I.	Torque Capacity	Part Numbers
		(inches)	(count)	(lbs)	(lb-in ²)	(lb-ft)	
Clutch-Flywheel Assemblies	Honda B16A/B18 (1992-on)	7.25"	2	18.6	231	840	56-300H
	Honda B16A/B18 (1992-on)	7.25"	2	18.6	231	480	56-308H
	Honda K20/K24	7.25"	2	14.9	178	840	56-309
	Honda K20/K24	7.25"	2	14.9	178	480	56-318
	Mitsubishi EVO 7-9 (5-spd)	7.25"	2	19.1	251	840	56-353*
	Subaru WRX/STI (2002-on)	7.25"	2	19.8	278	840	56-371**

* Includes hydraulic release bearing.

** Includes hydraulic release bearing, but requires master cylinder to be changed to a 3/4" bore. Contact Tilton Engineering for details.

Honda Hydraulic Release Bearing Kit

Designed specifically for use with Tilton 7.25" 2-plate cerametallic clutch-flywheel assemblies. Hydraulic release bearing mounts inside transmission case, eliminating the stock slave cylinder and related release bearing linkage. Provides better clutch modulation and lower pedal effort when compared to using the stock release bearing.

Includes hydraulic release bearing, Tilton 3/4"-bore master cylinder kit, master cylinder mounting bracket, pedal clevis, steel braided lines and fittings.



Description

HRB Kit

Part Number

Honda B16A/B18/K20/K24, 7.25" 2-plate cerametallic clutch

61-7770