

# ST-246

## 246mm Twin Disc Clutch Kits

**CHOSEN**  
BY  
**WINNERS**  
SINCE  
**1972**



### ST-246 Clutch Kits.... Racing Technology applied to the Street.

Since 1972, Tilton Engineering has been the leading supplier of small diameter racing clutches. Tilton racing clutches are world renowned for their performance and reliability, winning championships in nearly every form of motorsport worldwide, including F1, NASCAR, IMSA, IndyCar, SCCA, Formula Drift and SCORE.

Tilton has now applied their nearly 50 years of experience in racing clutches to develop the ST-246 line of twin disc clutch kits for the high-performance street market. Unlike many of the "performance clutches" on the market, ST-246 clutches were designed from the ground up as a true performance twin disc clutch and not an OEM-type stamped steel pressure plate with a floater added.

Featuring an aluminum clutch cover that shares technology from Tilton's championship winning line of OT- Series racing clutches, ST-246 clutches feature heavy duty straps that attach the pressure plate and floater plate to minimize noise. ST-246 clutches are available with either sprung-hub organic discs for street applications or solid-hub cerametallic discs for street/strip applications.

All kits include a billet chromoly steel flywheel that features a precision register for the clutch to provide optimal balance of the clutch/ flywheel assembly. All ST-246 kits, except for Camaro GEN5 and Corvette C6, can be used with OEM release bearings. ST-246 clutch kits for Camaro GEN5 and Corvette C6 applications include an Tilton 6000-Series hydraulic release bearing (height preset at Tilton) that is designed to connect directly to the OEM clutch line. Most importantly, Tilton ST-246 clutch kits offer all this technology at a price point that is very competitive to the other clutches on the market.





Precision machined aluminum clutch cover provides high-strength, stiffness and better dynamic balance than OE-type stamped steel covers.



High-mass main pressure plate and floater plate machined from the same proprietary materials as used by Tilton's racing clutches, provides high heat capacity and resists warpage. Heavy duty straps attach plates to cover to minimize noise and provide clean clutch release.



Organic disc option, with sprung center hub to dampen engine vibrations and reduce gearbox noise, provides smooth engagement for street use and holds **850 lb-ft** of torque.

# FEATURES



Cerametallic disc option, with solid center hub for higher strength, provides positive/precise engagement characteristics for streets/strip and holds **1250 lb-ft** of torque.



Chromoly steel flywheel provides high strength and long-term durability. Features a precision register to locate the clutch and provide optimal balance, as opposed to loose fitting bolts & dowels used with stamped steel clutches.



ST-246 kits for Camaro GEN5 and Corvette C6 applications include a Tilton 6000-Series hydraulic release bearing (height preset at Tilton) that is designed to connect directly to the OEM clutch line.

## ST-246 CLUTCH KITS

*Includes: ST-246 twin disc clutch, chromoly flywheel, clutch bolts, flywheel bolts and alignment tool.*

| Application  | Organic Disc Kit<br>(850 lb-ft capacity) | Cerametallic Disc Kit<br>(1250 lb-ft capacity) |
|--|--|--|
| CHEVY CAMARO GEN 6                                       | 55-1000                                  | 55-2000  |
| CHEVY CAMARO GEN 5                                       | 55-1005*                                 | 55-2005*                                       |
| CHEVY CORVETTE C7  | 55-1000                                  | 55-2000  |
| CHEVY CORVETTE C6  | 55-1009*                                 | 55-2009*                                       |
| CHEVY CORVETTE C5  | 55-1004                                  | 55-2004  |
| CHEVY LS (6-BOLT) - TREMEC T56 MAGNUM 6-SPD              | 55-1004                                  | 55-2004  |
| CHEVY LS (6-BOLT) - TREMEC TKO 5-SPD                     | 55-1004                                  | 55-2004  |
| CHEVY LSX (8-BOLT) - TREMEC T56 MAGNUM 6-SPD             | 55-1008                                  | 55-2008  |
| CHEVY LSX (8-BOLT) - TREMEC TKO 5-SPD                    | 55-1008                                  | 55-2008  |
| CHEVY LT1/LT4 - TREMEC T56 MAGNUM 6-SPD                  | 55-1008                                  | 55-2008  |
| CHEVY LT1/LT4 - TREMEC TKO 5-SPD                         | 55-1008                                  | 55-2008  |
| CHEVY V8 (EARLY, INTERNAL BAL) - TREMEC T56 MAGNUM 6-SPD | 55-1002                                  | 55-2002  |
| CHEVY V8 (EARLY, INTERNAL BAL) - TREMEC TKO 5-SPD        | 55-1002                                  | 55-2002  |
| FORD COYOTE - TREMEC T56 MAGNUM 6-SPD                    | 55-1001                                  | 55-2001  |
| FORD COYOTE - TREMEC TKO 5-SPD                           | 55-1001                                  | 55-2001  |
| FORD SM BLK (INTERNAL BAL) - TREMEC T56 MAGNUM 6-SPD     | 55-1003                                  | 55-2003  |
| FORD SM BLK (INTERNAL BAL) - TREMEC TKO 5-SPD            | 55-1003                                  | 55-2003  |

*\*Includes 6000-Series Hydraulic Release Bearing*