

ST-246

246mm Twin Disc Clutch Kits

CHOSEN
BY
WINNERS
SINCE
1972

tilton

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. In addition, ST-246 clutches can be used with most OEM release bearings or Tilton's renowned hydraulic release bearings as an option. 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 clutches are designed to work with most OEM release bearings or Tilton hydraulic release bearings.

ST-246 CLUTCH KITS

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

Application	Organic Disc Kit (850 lb-ft capacity)	Cerametallic Disc Kit (1250 lb-ft capacity)
CHEVY CAMARO GEN 6	55-1000	55-2000
CHEVY CAMARO GEN 5	55-1004	55-2004
CHEVY CORVETTE C7	55-1000	55-2000
CHEVY CORVETTE C6	55-1004	55-2004
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