

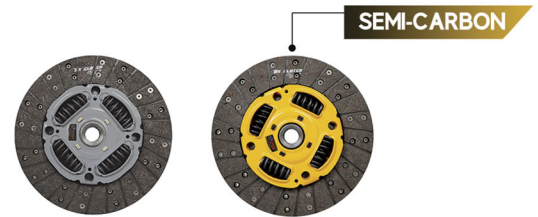


FOR PREMIUM CLUTCH, CHOOSE BK CLUTCH

Recommendation for choosing the right clutch

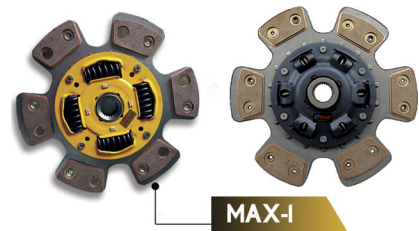
1. The semi-carbon clutch is made in Germany

This clutch features more copper webbing, ensuring no shakiness and allowing it to withstand more heat compared to any other material in the market.



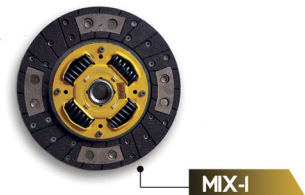
2. The copper MAX-1 clutch material is made in Austria and the U.S.

MAX-1 is comprised of 12 copper pieces because adding more will have no effect on performance boost. We place emphasis on our pressure plate; the more boost, the stiffer it gets, and the more horsepower is guaranteed. Slight shakiness during acceleration is to be expected from the MAX-1.



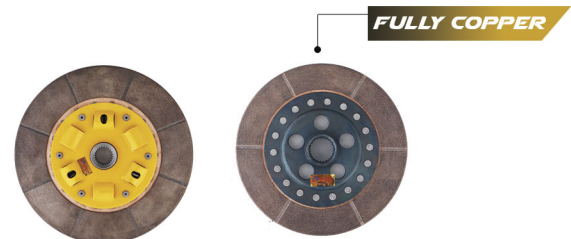
3. The MIX-1 clutch

This clutch shakes ever so slightly and features 8 copper pieces, a technique that BK has perfected so that our copper drill insertion doesn't cause the clutch to slip. Ideal for street and off road vehicles.



4. Fully Copper (FC)

One of the distinctive features of this clutch is that it has no rivets to obstruct the copper pieces. The Fully Copper clutch doesn't shake and is 8 millimeters thick, making it highly durable.



USE WITH CLUTCH

BK Extra



Ideal for general, non-modified vehicles, perfect for heavy loading trucks.

Eagle Y



Support boost of 30-35 PSI, slightly modified for everyday use with minimal stiffness, perfect for family cars and female drivers.

BK Super Pro



Support boost of 30-35 PSI, minimal stiffness and slightly modified, 4mm thick, perfect for family cars. Exclusively available at BK.

Eagle B 4



Support boost of 40-45 PSI, heavily modified with slight stiffness for circuit and tuned vehicles.

Eagle B5 - B7



Support boost of 55-70 PSI, ideal for drag racing vehicles as the plate is engineered to maximize horsepower.

All 5 clutches recommended by BK serve as a guideline to help you choose the best clutch for your vehicle.

Important Note

Should there be any clutch slip after installation, gently press the accelerator pedal and lift your foot off of it 1-5 times; no run-in necessary.

If you have any questions, please call Jiradech Numchokechaichareon (Jek)

For dealership inquiry, please call 02-214-5010 / 02-214-5011

Opening hours: Mon-Sat 9AM-5PM



Bk racing clutch



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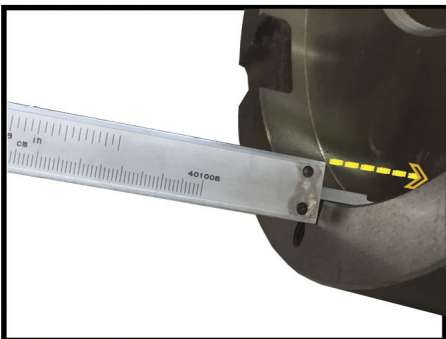
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Clutch Installation Guide

1. Check your flywheel for any burn signs or scorch marks.
2. Check your flywheel hole to see if the clutch distance remains the same as previously installed from the factory.
3. Should you notice any burnt signs, marks, or inaccurate clutch distance, adjust the front part of the clutch accordingly to reduce clutch shakiness and improve grip.
4. Place the bulge side of your clutch disc (the one with a golden sticker) on top and the flat side on the bottom.
5. Press the clutch plate on and tighten the knot (if you're using an electric drill make sure not to apply too much pressure as this can break the knot).
6. Use a spanner to make sure the clutch is tightened and secure.

Isuzu Dmax 10"	18mm hole depth
All New Isuzu Dmax 3.0 vgs	Flat front
Isuzu Dmax 3.0 vgs	12mm hole depth
Isuzu 1.9 blue power	Flat front
All Mitsubishi Triton Models	Flat front

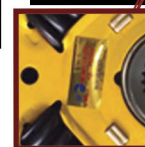
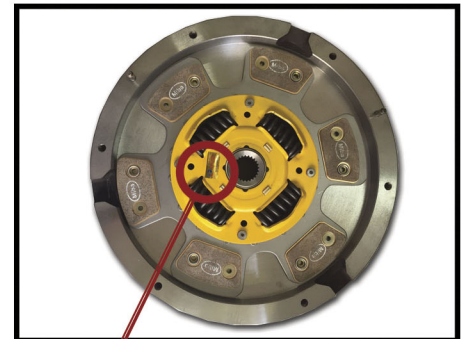
All New Navara	Flat front
All New Chev+Flywheel	Flat front
Toyota Vigo 9.5"	Inner 0.5mm above outer
Toyota Vigo 10.2"	4.3mm hole depth
Toyota Vigo 11"vn	4.3mm hole depth
Toyota Revo 2.4	4.3mm hole depth
Toyota Revo 2.8	7.5mm hole depth



To measure the depth of your flywheel hole, start with the edge on top until you reach the clutch disc at the bottom.



Wipe your flywheel clean, adjust the front position to make sure it's flat and adjust the distance accordingly.



Place the bulge side of your clutch disc (the one with a golden sticker) on top and the flat side on the bottom.



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