

ACT Releases Triple-Disc Clutch Kits for the Toyota 2JZ-GTE

LANCASTER, CALIF., June 21, 2016 — Advanced Clutch Technology (ACT) is pleased to introduce its new triple-disc clutch kits for Toyota’s 2JZ-GTE engine with G-Force 101 transmission. This race triple-disc clutch kit is certified as meeting SFI Spec. 1.2.

Race proven through ACT’s involvement with some of Formula Drift’s top drivers, ACT now offers a bolt-in 7.25” race triple-disc clutch kit for the Toyota 2JZ-GTE engine with G-force transmission. This triple-disc clutch kit features a pressure plate, three sintered iron discs, a XACT Prolite flywheel, and pilot bearing.

With ACT’s ability to design and manufacture diaphragm springs, the ACT Research & Development team was able to keep the pedal effort light, while greatly increasing torque capacity. The sintered iron discs allow for quick shifting and provide extra surface area for high-heat capacity and long life. This kit can support up to 1685 ft.-lbs. of torque at the crank.

The XACT Prolite flywheels are a one-piece Chromoly construction with machined slots to provide the lowest inertia and best throttle response. In addition, ACT’s XACT flywheels can be cost-effectively resurfaced.



Description	Part #	Torque Capacity
ACT HD Triple Disc Race Clutch Kit	T1R3-T01	1250 ft.-lbs.
ACT XT Triple Disc Race Clutch Kit	T2R3-T01	1685 ft.-lbs

***THIS KIT IS NOT RECOMMENDED FOR STREET USE.**

ACT TWIN-DISC CLUTCH KITS

ACT’s triple-disc kits are a perfect complement to an already expansive catalog of over 1,300 performance clutch kits and components for more than 700 different applications. ACT clutches deliver the maximum holding power through applying a series of sound engineering advancements to new — not rebuilt — components that maximize load and reduce flex. The result is maximum torque capacity, long life and clean, fast shifting.

The company’s product line features clutches and forged flywheels for the most popular vehicles in the domestic, import, European and truck markets. ACT is headquartered in Lancaster, Calif.

Applications

Make	Model	Year(s)	Engine
Toyota	Supra	1993-1998	2JZ-GTE

Application Notes: Requires the use of a Quicktime bellhousing and G-force transmission with 6.60" length 26 spline input shaft. ACT also recommends a Tilton 60-4000 hydraulic release bearing with a 52mm contact surface. This clutch will not work with the factory pull-type release system.

Kit Specifications

Kit #	*	Torque Capacity (ft.-lbs.)	P/PI #	P/PI SFI Spec	Disc #1	Disc #2	Disc #3	Disc SFI Spec	F/W #	F/W Wt. (lbs.)	F/W SFI Spec	RB	PB	AT	MSRP
T1R3-T01	*	1250	TD051R	1.2	SI184020T	SI184020M	SI184020B	1.2	600770	10.4	1.2	N/A	PB1002	ATGM026	\$2550
T2R3-T01	*	1685	TD052R	1.2	SI184020T	SI184020M	SI184020B	1.2	600770	10.4	1.2	N/A	PB1002	ATGM026	\$2650

* = Not Recommended for Street Use
N/A = Not Applicable

