



ORC Metal Clutch Series



The Metal Clutch Series is designed for high-performance racing environments, offering enhanced durability, high torque capacity, and quick engagement. Its metal construction is resistant to wear, heat, and stress, ensuring long-lasting performance even under extreme conditions.

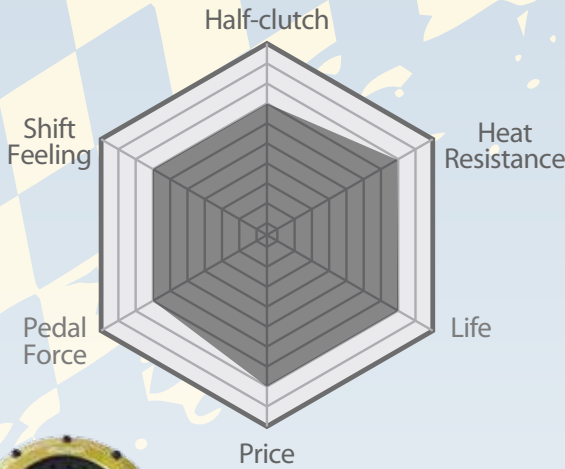
Recommended Usage:

SPORT	★	★	★	☆	☆
DRIFT	★	★	★	★	☆
CIRCUIT	★	★	★	★	☆
DRAG	★	★	★	☆	☆

METAL maximizes the performance of your car.



Performance Radar Chart



Compatible Torque

Model	Torque lb-ft (Nm)
150	116 (157)
209	144 (195)
309	251 (340)
409	310 (420)
409B	332 (450)
559	465 (630)
659	542 (735)
1000F	723 (980)

Pull-Type Operation: Available for select car models. It offers light pedal effort and high transmission power, similar to the original equipment, while enhancing responsiveness.



SINGLE DISC Clutch: A High Utility Clutch Series

Developed using feedback from race support and ORC's design expertise, this clutch has earned praise for its "easy to ride" feel. Ideal for lightly tuned cars, it is available in the 309 and 409 Series, offering excellent pedal feel, reliable torque transmission, and competitive pricing. The lineup includes options like a silent type to reduce backlash noise, a damperless type for better response, and a high-torque disc version.

TWIN DISC Clutch: High-Performance Series

The twin disc series is renowned for its exceptional performance and widespread popularity. It offers outstanding pedal feel for high-powered vehicles. The 559 models provide a balance of transmission power, sharpness, and half-clutch feel. The 659 models offer higher torque capacity.

TRIPLE DISC Clutch: Extreme-Performance Series

The triple disc high-capacity clutch is designed to minimize changes in the engagement point while enhancing sharpness. Built for durability and reliability, it's engineered to withstand the demands of drag competitions.

- A** A quiet version is available as an option, designed to suppress the chattering noise typically associated with lug drive clutches when disengaged. The inclusion of a coil spring helps press down the pressure plate, reducing vibrations. This spring also aids in returning the pressure plate to the cover side, enhancing the clutch's disengagement performance.
- B** The standard model prioritizes operability by using a damper-equipped disc, while a damperless option is available for those seeking faster response in competitive settings. This provides a more direct transmission feel. Note: The damperless type has a more severe half-clutch than the damper type.
- C** The optional pull-type operation method achieves a light pedal force and high torque transmission similar to that of the stock product, and improves sharpness.
- D** To address heat management, slits were added to the friction surfaces of the pressure and mid plates, segmenting each surface. These slits provide a cooling effect, and the segmentation ensures more uniform contact, resulting in stable torque transmission.

