

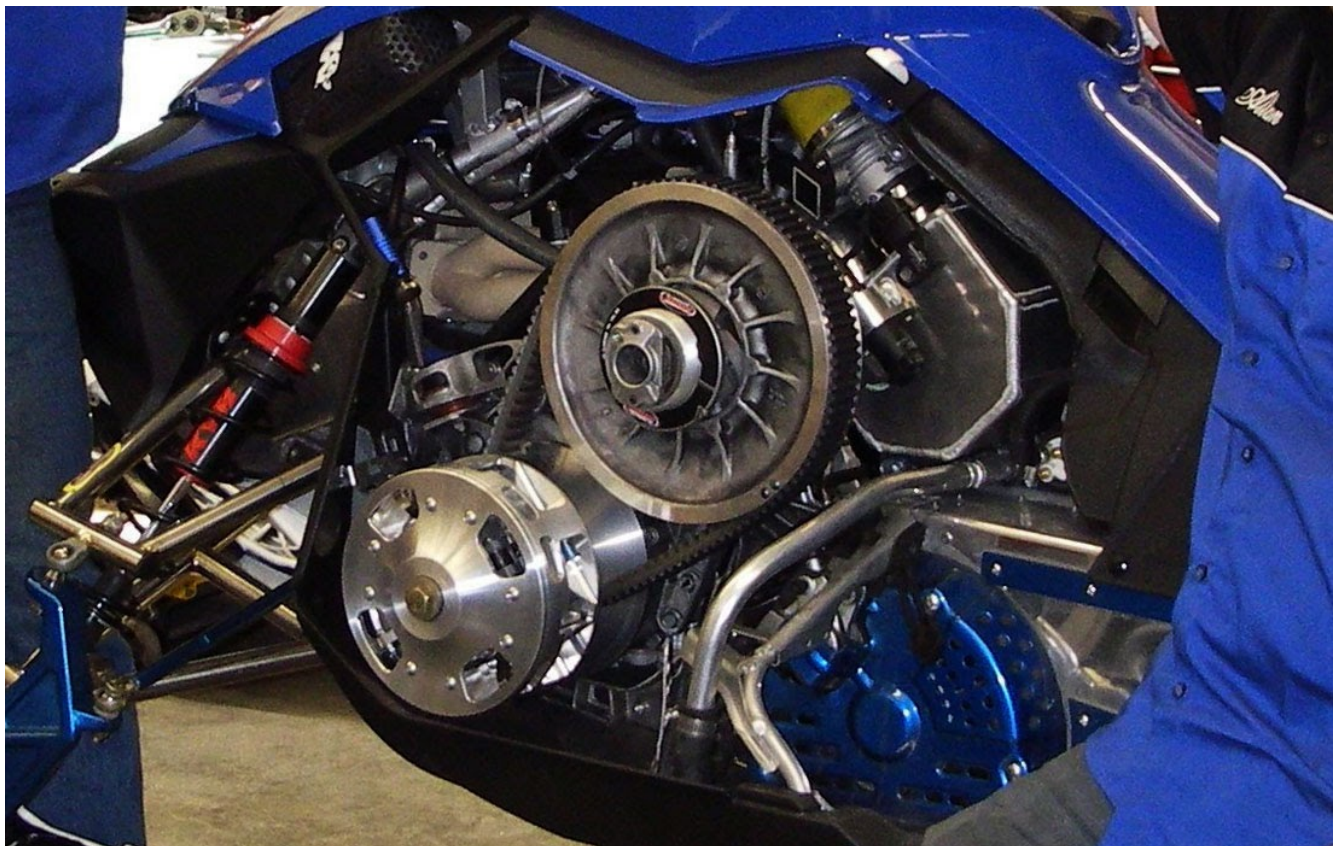


TAPP MFG INC - Total Adjustable Performance Product

"TAPP out the competition with the best performance and totally adjustable clutch on the trail or at the race track."

Key Features:

- Multi-angle curve sheaves for great belt grip and cooler longer belt life.
- External removable Triple XXX Ramps for 3 way adjustable shift profiles.
- External ramp angle adjustment with clicker bolts.
- External weight adjustment.
- Multiple rollers sizes.
- Designed to use factory clutch bolt and puller.
- Extensive venting for cooling and lightweight low inertia design provides unmatched throttle response.



Adjusting Your Clutch

There are 4 main adjustable components in a TAPP Clutch, these are:

Ramp Profile - Your TAPP clutch comes with a set of pre-chosen ramps that have been tested in many scenarios and have been deemed to be the most generic in most situations. Changing the angle or profile of the ramp will have many effects on the shift profile. This should only be done by an experienced tuner; you will likely not need to change this. Blank ramps are available for those that want to experiment with different custom profiles.

Ramp Angle - The ramp angle in your TAPP Clutch is adjustable from the outside via the use of the clicker bolts. As with other clicker style clutches the higher the number, the higher the rpm. This will mainly affect the full shift speed but also affects the engagement and low speed slightly. **IMPORTANT - Always adjust the ramp angle in pairs across from each other, if you do not the clutch will be out of balance and warranty will be void.**

Roller Size - Your clutch was shipped with a predetermined roller size for your application. There are 3 sizes of rollers available: standard, 1mm oversize, and 2mm oversize. Bigger rollers make the low end "quicker RPM's" but shift out quicker and lower the full shift rpm, Smaller rollers make the engine slower shift and raise the full shift rpm. This has to do with the angle of the arms combined with the weight difference of the rollers. **IMPORTANT - As with the ramp angle roller size must be done in pairs across from each other, failure to do so will result in an imbalance of the clutch and possibly failure. warranty will be void.**

Weight Adjustment - The weight in the arms can be adjusted in two ways: set screws in the arms, and washers on the roller thru bolt. Your clutch was shipped with a basic tuning kit. As with all other clutches add weight to lower rpm, remove weight to raise rpm. Set screws in the arms affect the low speed shift points more than the high speed, and weight on the roller bolt acts like tip weight in a conventional clutch affecting the high speed more than any other part of the curve. Adjust this as needed for your application. **IMPORTANT - As with all other adjustments, do this evenly and only in pairs across from each other, failure to do so will result in an imbalance of the clutch and possible failure. warranty will be void.**

New Triple XXX Ramps

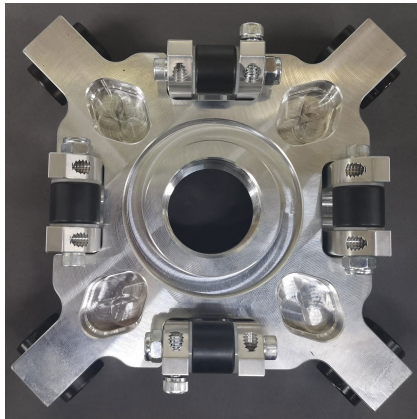


Flipping two opposing ramps from position “A” to “B” will increase RPM engagement and result in a harder shift profile. For drag racing, flip all four ramps to position “B”. This will further increase engagement and result in an even more aggressive shift profile.

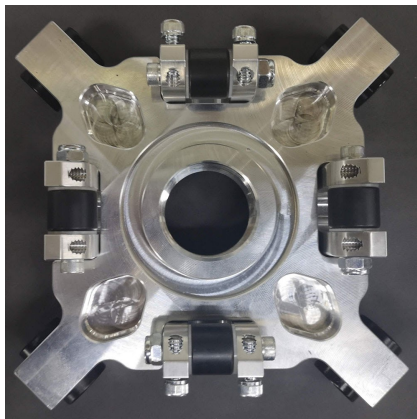
Allen Screw Weight Configuration



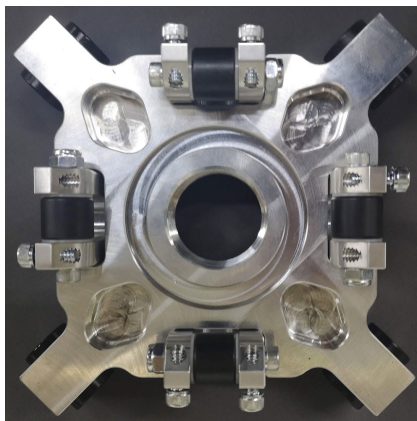
The TAPP Clutch includes eight standard ½” Allen Screws each weighing 2.6 grams.
IMPORTANT - Do not use washers with allen screws.



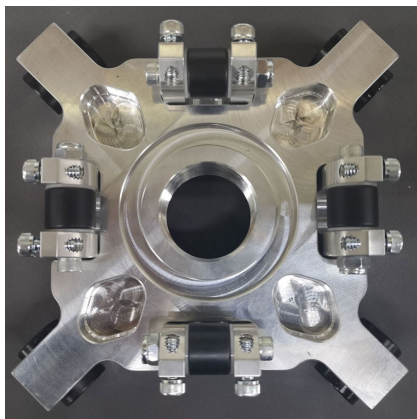
Allen screws must be added in pairs opposite to one another to keep the TAPP Clutch balanced. Adding two allen screws will add 5.2 grams.



If you need to add four allen screws, they should be added opposing one another in pairs. Adding four allen screws will add 10.4 grams.



If you need to add six allen screws, they should be added opposing one another. Adding six allen screws will add 15.6 grams.



Adding eight allen screws will add 20.8 grams.

Bolt Weight Configuration



The TAPP Clutch includes a Roller Bolt Weight Kit with the following parts:

Roller Bolts: 1 1/2" = 5.8 grams
1 3/4" = 6.8 grams
2" = 7.5 grams

Washers: Regular = 1.2 grams



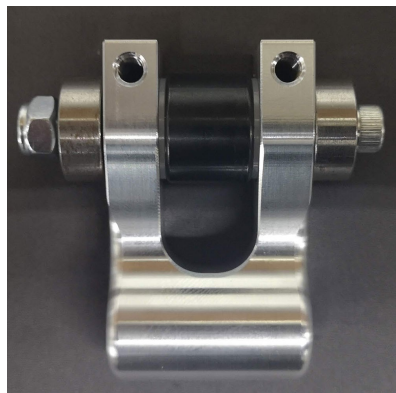
Replacing a 1 1/2" roller bolt with a 1 3/4" roller bolt and four washers will add 5.8 grams per arm.

Important - Replacing roller bolts must be done in pairs opposing one another to keep the TAPP Clutch in balance.



Replacing a 1 1/2" roller bolt with a 2" roller bolt and eight washers will add 11.3 grams per arm.

Important - Replacing roller bolts must be done in pairs opposing one another to keep the TAPP Clutch in balance.



Optional racing washers are available through special order.

Racing Weights = 8 grams each

Important - Replacing roller bolts must be done in pairs opposing one another to keep the TAPP Clutch in balance.

Other Optional Parts:

Rollers: Standard = 9.9 grams
+1mm = 12.5 grams
+2mm = 15.3 grams

Springs: Blue = 100-190 2.32 X 4.45"
Black= 140-210 2.32 X 5.63"
Red = 160-270 2.37 x 4.93"



For any other tuning questions call our dealers:

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