

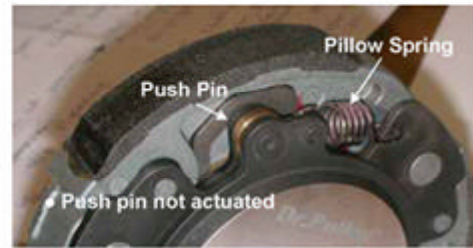
Infos zur Technik der HIT - High Performance Kupplung

The Mechanism of HiT Clutch: How does HiT Clutch work?

1. Engine starts to rotate → Clutch base plate rotates, three pillow springs (on the base plate, with a preset Pulling force A) drive the clutch weights to rotate
2. When the centrifugal force is high enough, the clutch weights move outwardly to touch the clutch bell.

Friction resistance force B is produced between the clutch weights and the clutch bell.

3. When $B > A$ → The pillow springs are deformed (pulled longer), the torque from the engine is transferred through push pins to compress the clutch weights → Clutch weights thrust against the clutch bell much more tightly
4. The more powerful engine is → The stronger thrust force you can get → Excellent throttle response



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HiT Clutch Features

Stock Clutch

Clutch-in at 3000 rev. → too much slippage → stall-in at 4000 rev., vehicle starts to move

Thrust force (against the clutch bell)	100% comes from the centrifugal force (i.e., the weight and the rev of clutch weight)	Thrust force is not very strong	<u>Clutch</u> has too much slippage, too much friction heat; short life <u>Vehicle</u> has poor overtaking capability, poor hill climbing capability, poor performance in roundabout, poor throttle response
POOR for : heavy vehicle (ATV, go-kart, buggy, scooter) : mini scooter tuned with higher displacement cylinder Ex. BWS 50cc → 90, or 100cc; Cygnus 125cc → 190 or 220cc			

HiT Clutch

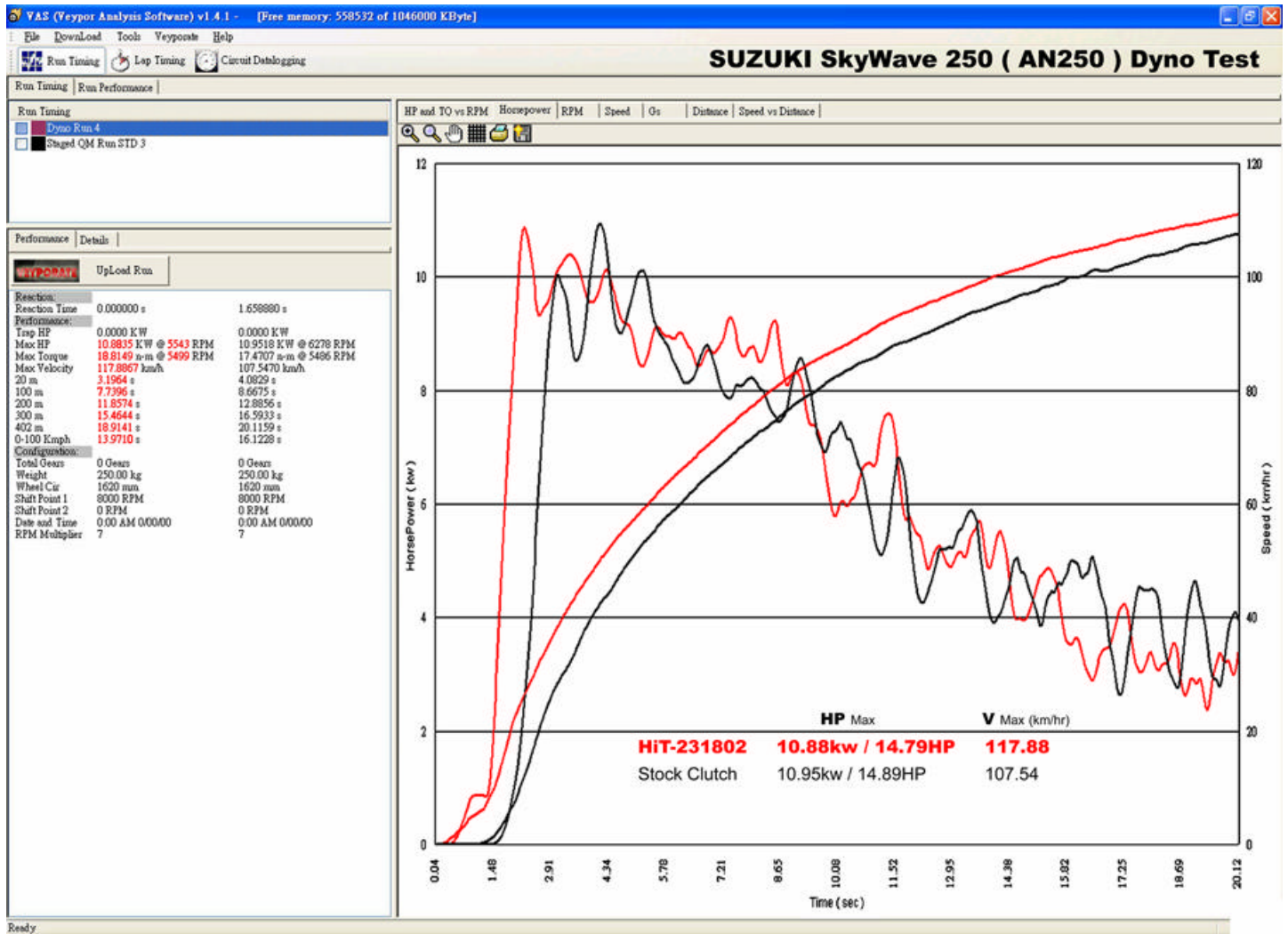
Clutch-in at 3000 rev. → less slippage → stall-in at a preset-able** rev. <4000 rev. (3400, 3500 or 3800), vehicle starts to move

Thrust force (against the clutch bell)	Comes from the centrifugal force <u>AND</u> most importantly from the torque of engine	Vehicles with stronger engine lead to "strong" thrust force	<u>Clutch</u> has less slippage; less friction heat; longer life <u>Vehicle</u> has <i>better</i> overtaking capability, <i>better</i> hill-climbing capability, <i>excellent</i> riding performance in roundabout, <i>excellent</i> throttle response
GOOD for : heavy or high-loaded vehicle (ATV, go-kart, buggy, scooter) : mini scooter modified to higher displacement cylinder Ex. 50cc → 90cc; 125cc → 250cc			

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Hier einmal als Beispiel der Leistungsunterschied einer normalen Fliehkraftkupplung und der passenden HIT Kupplung



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