



## COMMODORE LS1, LS2 & L98VE

RETAIL

### OPTION 1

**\$693**

- 12" High Performance Pressure Plate
- 12" High Performance Sprung Organic Plate
- Flywheel and Pressure Plate Bolts

» To Replace Standard Unit

### OPTION 2

**\$1,345**

- 12" Billet Steel Flywheel
- 12" High Performance Pressure Plate
- 12" High Performance Sprung Carbon Button Plate
- Flywheel and Pressure Plate Bolts

» Rated to 450 RWKW

### OPTION 3

**\$1,395**

- 11" Billet Steel Flywheel
- 11" High Performance Pressure Plate
- 11" High Performance Sprung Organic Plate
- Flywheel and Pressure Plate Bolts

» Rated to 350 RWKW

### OPTION 3 PLUS

**\$1,595**

- 11" Billet Steel Flywheel
- 11" Billet Steel Burst Proof Pressure Plate with Increased Clamp
- 11" High Performance Sprung Organic Composite Plate
- Flywheel and Pressure Plate Bolts

» Rated to 410 RWKW

### OPTION 4

**\$1,545**

- 11" Billet Steel Flywheel
- 11" Billet Steel Burst Proof Pressure Plate with Increased Clamp
- 11" High Performance Sprung Cerametallic Plate
- Flywheel and Pressure Plate Bolts

» Rated to 450 RWKW

### OPTION 5

**\$2,150**

- 11" Billet Steel Flywheel
- 11" Billet Steel Burst Proof Pressure Plate with Increased Clamp
- Steel Intermediate Drive Plate
- 2 x 10.5" High Performance Solid Centre Organic Plates
- Flywheel and Pressure Plate Bolts

» Very Smooth Operation  
(Sold only as a complete unit)

» Rated to 550 RWKW



<b>OPTION 6</b>	<b>\$2,750</b>
<ul style="list-style-type: none"> <li>• Composite 1 Piece Multi-Plate Steel Clutch Assembly and Flywheel</li> <li>• 2 x 9.5" Carbon Button Plates</li> <li>• Alloy Concentric Slave</li> <li>• Flywheel and Pressure Plate Bolts</li> </ul>	
» ROAD/RACE USE	
<b>BILLET STEEL FLYWHEEL</b>	<b>\$425</b>
<ul style="list-style-type: none"> <li>• Premium Quality Billet Steel Flywheel</li> <li>• Machined On A 5 Axis Machine For Accuracy</li> <li>• Ring Gear Fitted</li> </ul>	
» Available in only 11"	
<b>ALLOY FLYWHEEL</b>	<b>\$695</b>
<ul style="list-style-type: none"> <li>• Premium Quality Alloy Flywheel</li> <li>• Billet Steel Running Surface Insert</li> <li>• Machined On A 5 Axis Machine For Accuracy</li> <li>• Ring Gear Fitted</li> </ul>	
» Available in only 11"	
<b>BRAIDED FLUID LINES</b>	
• VTII to VZ - Braided Fluid Line Kit	<b>\$135</b>
» Replaces Original Pipe & Hose	
• VE - Braided Fluid Line Kit & Quick Disconnect Fitting	<b>\$155</b>
» Replaces Original Pipe & Hose	
• Braided Remote Bleed Line	<b>\$145</b>
» No Messy Brake Fluid In The Bellhousing	
<b>CONCENTRIC SLAVE CYLINDER</b>	
VTII to VZ Concentric Slave Cylinder	<b>\$195</b>
VE Concentric Slave Cylinder with Alloy Spacer	<b>\$245</b>
» The factory GM Alloy CSC fitted to VTII to VZ are very reliable, and don't need replacing unless faulty. The factory CSC works well with an ACE Clutch.	
For the VE Commodore, we replace the factory unit with the earlier VTII to VZ Alloy CSC.	