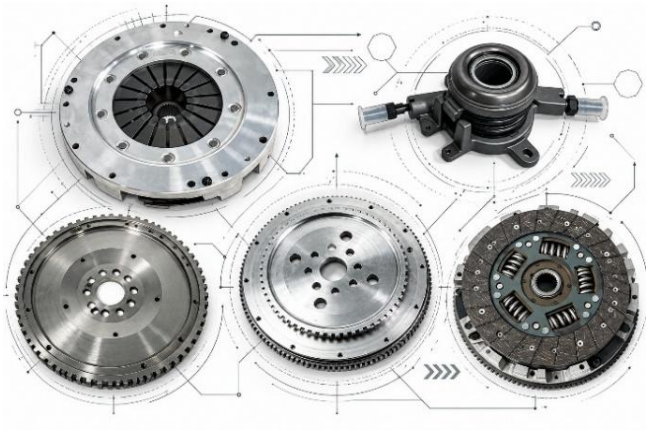


REV 10.8.2026 v1.0

CLUTCH PRODUCTS FAQ

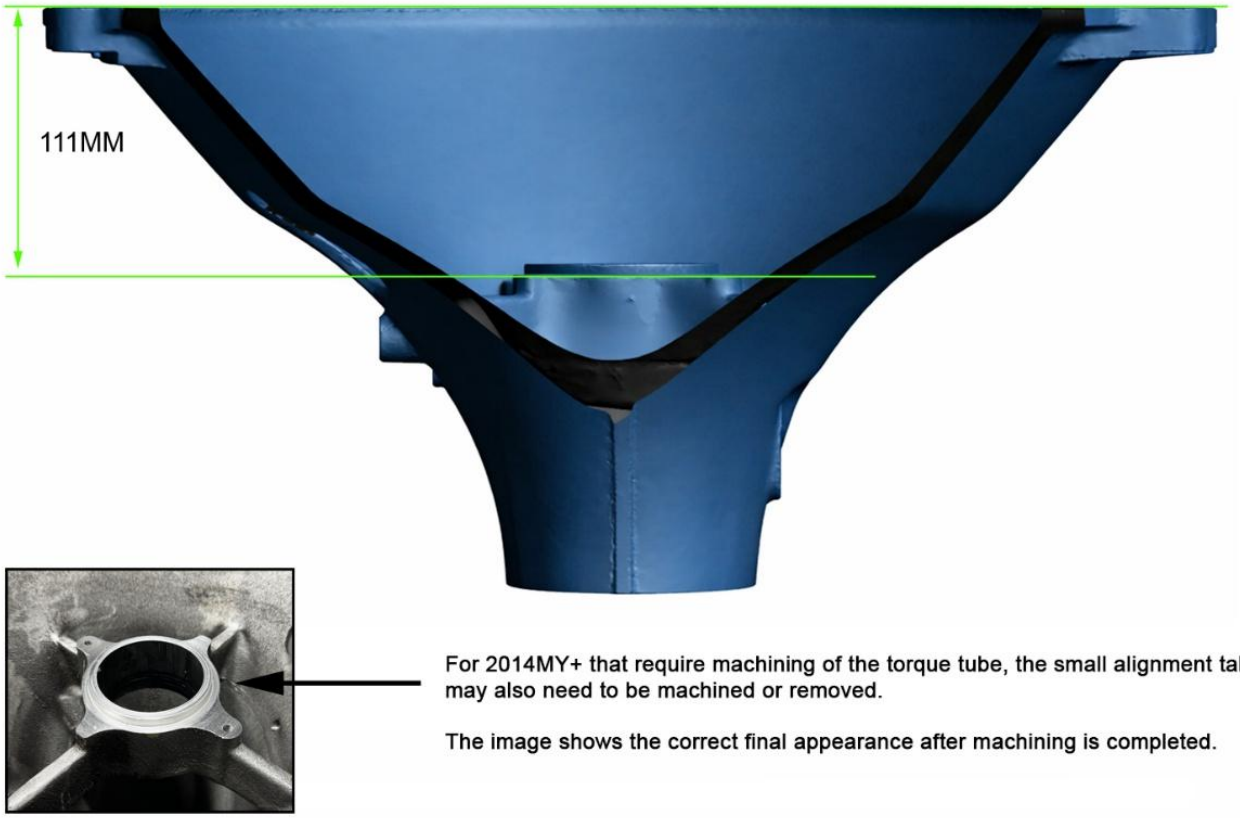
GENERAL INFORMATION

Flywheel Balancing	Our flywheels are balanced to a spec of 5 grams, meaning anything over 5 grams is adjusted, under 5 grams is left alone. The OEM in comparison is ~20 grams.
Clutch Balancing	Our clutches are neutral balanced, but this is not always achieved by drilling the cover. If possible, the assembly is balanced by rotating the basket relative to the cover, and the cover is only drilled if necessary. Our OEM samples (Aston, VAG & Ferrari) showed a range of 20-45mm, and our clutches are typically balanced to below 10g.
Alignment	Our clutches are balanced individually, so there are no alignment marks. You would use the dowl pin for the flywheel, and the clutch can only bolt one way. **No alignment tools included.**
Friction Material	Our material is sourced from the OEM supplier, using the original friction formula.
Fasteners/Bolts	The supplied clutch bolts are shorter than the OEM bolts. This is intentional to avoid interference during the installation. You may use 3 of the OEM bolts to temporarily compress the clutch until you can thread our provided bolts and then swap out the OEM ones with ours. Nothing wrong with using new OEM fasteners if preferred. • **Aston Martin** - We provide all bolts to perform the conversion from single plate to twin plate clutch, including the flywheel bolts • **Lambo/Ferrari/Audi/Maserati** - Flywheel does not come with bolts
Release bearing compatibility	They are compatible with both manual and ASM or e-Gear applications for Audi/Lamborghini or V8 and V12 applications for Aston Martin. The seals have been manufactured to work with both types of fluid. **Please also note:** Slave does not come with any additional seals on the block; all these parts are just like buying from dealer would need to be bought separately.
Break in procedures	Follow OEM procedures & workshop guidance
Warranty	The clutch & flywheel components, as with an OEM, are considered wear & tear items and aren't covered by general warranty in terms of life of components. However, they are covered for 3 years/50,000 km specifically against manufacturing defects.
Learn Procedures	We've found some automatic vehicles work perfectly right out of the box, and others take longer to store/learn/mature values. Some of these systems are 20 years old and don't work that well. An observation we've seen on occasion is maturing the wear index (Aston) and PIS (Ferrari/VAG) at a slightly higher value.
Common "Worn Out" Misconceptions	What higher maturation values really mean is that it's just needing a more aggressive engagement to control slippage. Can be from re-using worn flywheels (lower RO) as well as sensor & wiring degradation, or potentially just variances. Even with a higher maturation point, the clutch will still go through a normal amount of wear life.

Particulate contamination / metallic debris	A hydraulic release bearing/slave cylinder has a dynamic seal moving repeatedly across a precision bore or piston surface. Fine hard particles can get between that seal lip and its running surface and effectively turn the fluid into a lapping compound. Particle sizes particularly associated with hydraulic wear are in roughly the 4-, 6-and 14-micron ranges. (i.e. contamination is far smaller than what you can readily see). The pump element, valve block, actuator bores, damaged fittings/ports, or even debris introduced during previous work can all contribute. Audi issued an R-Tronic TSB where damaged hydraulic sealing elements were traced to poorly deburred valve attachment ports in the hydraulic unit, so cleanliness matters enormously to seal longevity.
Wrong or chemically contaminated fluid	Contamination with ATF, conventional power-steering oil, solvent, cleaning fluid, etc. can easily affect seal durability. Seal manufacturers emphasize that elastomer life depends heavily on chemical compatibility; incompatible media can cause swelling, softening, shrinkage, hardening or cracking.
Aged/oxidized CHF and water contamination	We **strongly** recommend replacing all the hydraulic fluid in the system at the time of installation. Excessive temperature and fluid aging degrade hydraulic oil and can accelerate corrosion and component wear. Free water is particularly undesirable and can be present once temperature solubility levels are breached (i.e., when your original clutch/bearing overheated & failed).
Abnormal pressure spikes / pressure-control problems	The main system runs at about 40–50 bar, but pressure at the bearing is controlled downstream. A sticky clutch-control valve, contaminated valve spool, pressure-regulation issue or unusual transient can cause pressure fluctuations the seal is not designed to withstand. This includes a weak or failing accumulator.
Will your clutch feel the same and behave as OEM?	Yes, this is designed as a direct replacement for the OEM parts, with the same feeling, performance & behavior.
How many kits have you sold?	Over 1000 kits across all the different manufacturers we support.
Is your flywheel compatible with an OEM clutch?	**Aston Martin:** Our flywheel is only compatible with twin plate clutches. V12 flywheels are interchangeable with OEM twin plate clutches; however, V8 flywheels are **NOT** interchangeable with OEM components. **Ferrari/Lamborghini/Audi/Maserati:** Our flywheels are interchangeable with OEM components.
Do you have any specifications for HP/TQ?	Nothing published or claimed. These are designed as a direct replacement for the OEM parts, with the performance level of the OEM parts in mind.

Aston Martin Clutch Products

Slave bearing color differences	**OEM V8 Vantage:** Green Bellows are ASM, and Red Bellows are Manual. **OEM V12 Vantage:** Brown Bellows are ASM, and Red Bellows are Manual. **VAP:** Black bellows are both ASM & Manual. **Please note:** You can fit any of the OEM ASM bearings to a manual vehicle, but you cannot put a bearing with manual brake fluid seals into an ASM vehicle without it leaking. Our Black bellows cylinder is compatible with the V12S and safe for use with hydraulic fluid however.
Transaxle Rattle Concerns	On V8 Vantage, around 20% of vehicles may notice "transaxle rattle" when in neutral, at idle, with the clutch disengaged. This depends on wear and tolerances in the transaxle. We recommend replacing the transaxle fluid with Amsoil 75W/110 and using Amsoil Slip-Lock Additive. If you have VAP tuning, we can also adjust idle and timing to help mitigate this as much as possible. The chatter is due to the excessive backlash in the transfer case; it's why changing the gear fluid to a heavier weight cancels out the noise on some.
Rattle with the AMR clutch?	It also may have this rattle/chatter when fitted to a non-recommended vehicle.
Is ECU tuning required?	There's no such "required" ecu tune when installing a twin plate clutch. The ecu tune raises the idle rpm to 1056rpm, reducing the rattle noise mentioned above. Beyond the noise, the ecu tune does nothing to affect the twin clutch.
What tools are required?	Self-adjusting clutch compression and alignment tool **recommended**.
What procedures are required?	Standard Aston Martin replacement procedures must be completed. ASM vehicles must have the clutch statistics erased and all vehicles must have misfire corrections erased and re-learned. You can drive the car without performing the misfires; however, you may notice stumbling/stalling when coming to a stop, false misfire DTC codes and lack of actual misfire codes when there is an actual misfire. **Please note:** For 2010.5MY and later vehicles (VIN from *13435+) can only be erased/relearned using factory AMDS diagnostic tools.
Torque tube machining	**2014+ vehicles** will require machining to the torque tube. For a manual vehicle, a core exchange torque tube can be provided by Aston Martin. **2013 and earlier:** A torque tube from a manual vehicle will work, provided they use the spacer we provided. **2014 and later:** We do not send a spacer out and will need machine work to correct depth. Whatever amount is machined from the outer surface gets machined from the inner surface. It should be 111mm depth **(see illustration below)** If there is a spacer behind the bearing in the torque tube it does not require machining (just swap out for our spacer.) If there is no spacer behind the bearing, the torque tube needs machining.



For 2014MY+ that require machining of the torque tube, the small alignment tab may also need to be machined or removed.

The image shows the correct final appearance after machining is completed.

If I buy a clutch for my Vantage and I buy your tune, does it disable the ASMs clutch thickness setting?	No, the file is not going to kill the ASM clutch thickness. If that was to happen, the ASM wouldn't be able to engage/disengage the clutch, the engine would stall every chance it gets.
Do you offer this slave bearing 6G33-7A564-AA?	No, this is the OEM ASM bearing with the flat nose. Our bearings are compatible with the base but would require them to swap the nose over for it, and our interchange for BG33-7A564.
Why does the ASM use an AML clutch instead of a VAP clutch?	Sometimes our clutch takes longer to learn and mature the wear index values and kiss point.
Where can I find details on the clutch adaptations and misfire corrections?	We have the service bulletins for clutch adaptation and misfire adaptations listed for download & viewing here on the product page: https://www.velocityap.com/product/aston-martin-v8-vantage-twin-plate-organic-clutch-lightweight-flywheel-oem-replacement-manual-asm-sportshift-2/

Audi & Lamborghini Clutch Products

Can you explain the differences between the R8/Gallardo clutch kits you offer?	**The clutch & bearing both fit any year Gallardo, and all 6 Speed R8:** • https://www.velocityap.com/product/clutch-audi-r8-lamborghini-gallardo-lp550-lp560-lp570/ • https://www.velocityap.com/product/audi-r8-lamborghini-gallardo-release-bearing-slave-cylinder-086141671-086141671m-086141671l/ **The 2004-2008 Gen 1 Gallardo uses this flywheel:** • https://www.velocityap.com/product/lamborghini-gallardo-gen-1-2004-2008-flywheel/ **2009-2012 Gallardo (often referred to as 'LP') and 6 speed R8's use this flywheel (when we say 6 speed, we don't mean just manual, includes RTronic):** • https://www.velocityap.com/product/audi-r8-lamborghini-gallardo-flywheel-079105273c/ **We also list them as complete kits:** • **Gen1:** https://www.velocityap.com/product/lamborghini-gallardo-2004-2008-manual-egear-twin-plate-organic-clutch-flywheel-kit/ • **LP/R8:** https://www.velocityap.com/product/audi-r8-2007-2012-lamborghini-gallardo-2009-2012-twin-plate-organic-clutch-flywheel-kit/
What is interchangeable with OEM components?	Each of these components above are totally interchangeable with the vehicle's respective OE parts.
Slave bearing differences	Our newly manufactured bearings have no differentiation on the bearings between E-Gear & Manual.

Ferrari & Maserati Clutch Products

Compatibility	It is direct replacement for the OEM part, designed to perform with the same function as the original equipment, with the same NVH (noise, vibration, harshness) requirements and no compromises. It has been independently analyzed, tested and correctly matched friction formula. **Fits:** • Ferrari F430, Scuderia and 16M Models 2004-2009, both manual and F1 transmissions. • Maserati Quattroporte 2005-2006 Manual and Duoselect.
Is this compatible with Maserati vehicles equipped with OEM part number 228738?	This does not fit with vehicles equipped with this OEM part number. You need to check which OEM part number you need and if you remove the OEM parts from the car and the clutch is taller than the VAP clutch, **do not install it!**
What about other model year compatibility?	The clutch was originally developed using the F430 specification as the baseline. During development, we discovered that certain early Quattroporte models used the same clutch dimensions, and we confirmed functional interchangeability between the two applications. Based on that validation, we produced the corresponding flywheels. When asked about compatibility with the 4200, although the dimensions appeared to match, we did not validate compatibility. We've only had 4 customers successfully install the kit in the Cambio Corsa applications without reporting any issues. The sample size still remains limited, so we do not claim broad validation at this time, sold as is for use within these applications.

VelocityAP Clutch Product Table

Product Description	Primary SKU	Price	Notes:
Clutch Audi R8 Lamborghini Gallardo 2004-2008, LP550 LP560 LP570 2009-2012	VEL-CLUTCHTWINORGV2	$ 1,595.00	FITS AUDI R8 2008-2012 V8 & V10 MODELS, MANUAL + RTRONIC FITS LAMBORGHINI GALLARDO 2004-2013 LP550, LP560, LP570 MODELS, MANUAL + EGEAR
Clutch Ferrari F430 Maserati Quattroporte (some 2003-2006 early), Coupe, Spyder, 4200	VEL-CLUTCHTWINORGV3	$ 1,595.00	FITS FERRARI F430, SCUDERIA & 16M MODELS 2004-2009 MANUAL & F1 TRANSMISSION FITS MASERATI QUATTROPORTE 2005-2006 MANUAL & DUOSELECT
Aston Martin V8 Vantage Clutch Friction Plate Only Replacement	VEL-AMV8ClutchPlate	$ 1,495.00	The OEM clutch is only available as a pressure plate/friction plate combo. In many cases the pressure plate might be in great working condition. Now you can order a slightly uprated friction plate without ordering the pressure plate at the same time!
Aston Martin V8 Vantage Twin Plate Organic Clutch & Lightweight Flywheel OEM Replacement Manual + ASM (Sportshift)	VEL-AMV8CLUTCHTWINPLATEORGV2	$ 4,295.00	FITS ALL MANUAL + SPORTSHIFT TRANSMISSION V8 VANTAGE MODELS (SKU will change by model year/transmission type. See product page for details: https://www.velocityap.com/product/aston-martin-v8-vantage-twin-plate-organic-clutch-lightweight-flywheel-oem-replacement-manual-asm-sportshift-2/
New VAP Aston Martin V8 Vantage Twin Plate Organic Clutch & Lightweight Flywheel OEM Replacement Manual	VEL-AMV8CLUTCHTWINPLATEORGV5	$ 2,795.00	FITS MANUAL TRANSMISSION V8 VANTAGE 2006-2016MY
Aston Martin V8 Vantage GT4 Race Twin Plate Clutch & Lightweight Flywheel	VEL-AMGT4Clutch	$ 5,995.00	FITS ALL VANTAGE N24/GT4/GTE VANTAGE MODELS 2006-2015
Aston Martin V12 Vantage, DB9, DBS Twin Plate Organic Clutch Interchange for AD23-7540-AB	VEL-CLUTCHTWINORGV4	$ 1,595.00	FITS MANUAL TRANSMISSION V12 6.0L DB9, DBS, V12 VANTAGE 2004-2017MY. DOES NOT FIT GEN 1 VANQUISH.
Aston Martin DB9, DBS, V12 Vantage Lightweight Twin Plate Clutch Kit INTERCHANGE: 4G43-11-11200	VEL-AMV12TWINPLATECLUTCHV6	$ 2,795.00-4,295.00	FITS MANUAL TRANSMISSION DB9, DBS, V12 VANTAGE + ASM3 V12 VANTAGE S PRE-2015MY INTERCHANGE FOR 4G43-11-11200 https://www.velocityap.com/product/aston-martin-db9-dbs-v12-vantage-lightweight-twin-plate-clutch-kit/
Lamborghini Gallardo 2004-2008 Manual + EGear Twin Plate Organic Clutch & Flywheel Kit	VEL-GEN1GALLARDOCLUTCHTWINORGV2	$ 2,795.00	FITS MANUAL & EGEAR TRANSMISSION Gallardo 2004-2008MY
Audi R8 2007-2012, Lamborghini Gallardo 2009-2012 Manual + EGear + RTronic Twin Plate Organic Clutch & Flywheel Kit	VEL-AUDIR8GALLARDOCLUTCHTWINORGV2	$ 2,795.00	FITS MANUAL + RTRONIC TRANSMISSION R8 V8 & V10 2007-2012MY FITS MANUAL + EGEAR TRANSMISSION LP550, LP560, LP570 2009-2012MY
Maserati Flywheel	VEL-FWTWINORGV3-MASERATI	$ 795.00	FITS MASERATI QUATTROPORTE MANUAL & DUOSELECT, 4200 MANUAL & CAMBIOCORSA
Ferrari F430 Flywheel	VEL-FWTWINORGV3-FERRARI	$ 795.00	FITS FERRARI F430, SCUDERIA & 16M MODELS 2004-2009 MANUAL & F1 TRANSMISSION

Aston Martin 6.0L V12 Lightweight Flywheel	VEL-FWTWINORGV6	$ 795.00	FITS ALL MANUAL DB9 FITTED WITH UPDATED TWIN PLATE OEM OR VAP KIT FITS ALL DBS MANUAL MODELS FITS ALL V12 VANTAGE MODELS
Audi R8 & Lamborghini Gallardo Flywheel Interchanges for 079105273C	VEL-FWTWINORGV2	$ 795.00	FITS AUDI R8 2008-2012 V8 & V10 MODELS, MANUAL + RTRONIC FITS LAMBORGHINI GALLARDO 2009-2013 LP550, LP560, LP570 MODELS, MANUAL + EGEAR
Lamborghini Gallardo Gen 1 2004-2008 Flywheel	VEL-FWTWINORGV2-GEN1	$ 795.00	FITS LAMBORGHINI GALLARDO 2004-2008
Aston Martin V12 Manual Slave Cylinder/Release Bearing	VEL-SLAVETWINORGV4+5	$ 595.00	Sold as part of our VelocityAP Clutch kits, this bearing interchanges with Aston Martin AD23-7A564-AA and fits all manual V12 vehicles from DB9-on.
VelocityAP Manual, EGear + RTronic Audi R8 Lamborghini Gallardo Release Bearing Slave Cylinder Interchanges for 086141671 086141671M	VEL-SLAVETWINORGV2	$ 595.00	FITS 2004-2012 GALLARDO MANUAL + EGEAR FITS 2007-2012 R8 6 SPEED MANUAL + RTRONIC