

# IMPORTANT

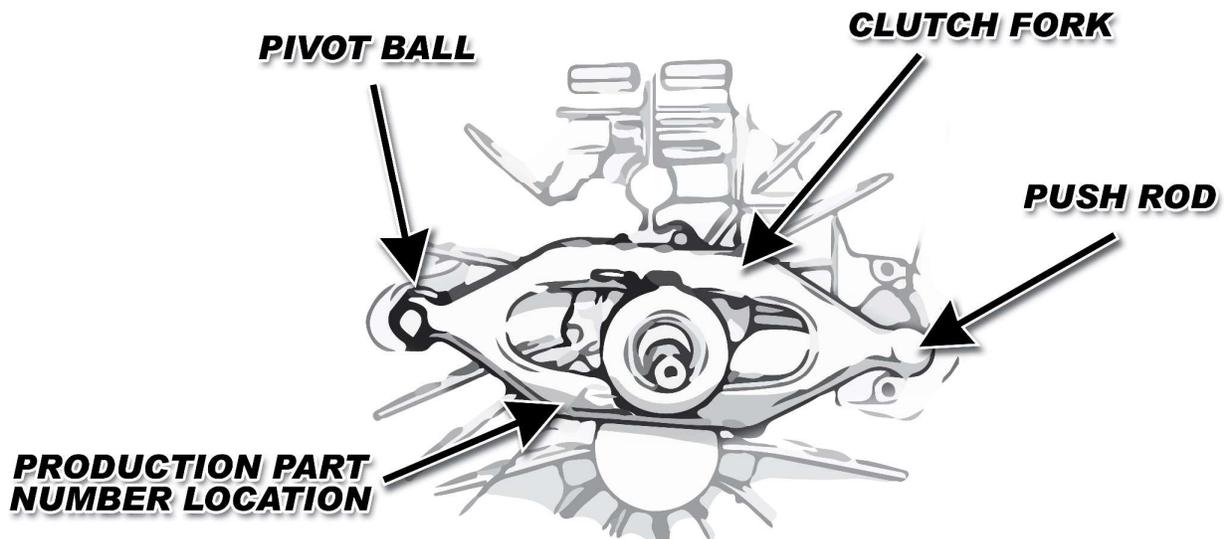
## Dodge Trucks

When converting 1988-93 diesel trucks from the OEM 13" clutch to Centerforce® P/N DF989966 or 315989966, use the supplied pressure plate mounting hardware.

On 1994-04, diesel trucks reuse the stock pressure plate bolts.

**Note:** 5.9L/6.7L Cummins Turbo diesel & 8.0L gas trucks. When servicing the release fork, be sure to install the clutch release fork properly. To ensure proper installation, the clutch fork production part number should be near the pivot ball ( see diagram ).

Failure to properly install the clutch release fork may cause a growling sound coming through the clutch pedal when depressed.



**"NOTE"** Centerforce tip sheets are for general reference only. Please refer to your owners manual for vehicle specifications.

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**The enclosed Hydraulic clutch actuation system MUST be used in conjunction with your new Centerforce clutch.**

## Dodge RAM Hydraulic Clutch system removal/installation:

**NOTE: DO NOT** disassemble the clutch master cylinder, hydraulic line and/or the slave cylinder system. The entire hydraulic clutch system will be removed and re-installed as a complete assembly.

- 1) From under the dashboard; pull UP (hard) on the clutch pedal to release the clutch rod from the clutch master cylinder. With force, the clutch rod will "POP" out of the clutch master cylinder.
- 2) Remove clutch rod and clip from the clutch pedal (save clip for re-installation).
- 3) Take note of the clutch safety switch position as located on the clutch rod. Lift the white safety switch retention clip and slide the safety switch off the clutch rod and set aside for re-installation (no need to disconnect the safety switch from the wire harness).
- 4) From under truck; Remove clutch slave from Bellhousing and save the mounting hardware for re-installation.
- 5) Remove two plastic line retention clips from the underbody. Take note of the hydraulic line routing for re-installation.
- 6) From under dash; Remove 2 nuts from the clutch master cylinder bracket (save the nuts for re-installation) and remove the clutch master cylinder from under hood.
- 7) If possible, drop the master cylinder down to the drivers side wheel well opening. Feed the entire hydraulic assembly out of the wheel well. Having a second person available for this step is helpful.
- 8) Reverse this procedure for installation of the new hydraulic clutch system.
- 9) Important note: DO NOT cut the white plastic retention straps on the new slave cylinder push-rod. These straps will automatically "POP" off once installation is complete and the clutch pedal is depressed for the first time. DO NOT depress the clutch pedal or otherwise "cycle" the hydraulic release system until the transmission has been installed and the hydraulic slave cylinder attached to the bellhousing.
- 10) Cycle the clutch pedal several times and then check the clutch master cylinder reservoir. The clutch fluid should be at normal level as marked. If needed, add a small amount of high quality DOT 3 fluid.
- 11) Once the hydraulic clutch system installation procedure is complete, the clutch should engage and start to move the truck at approximately half of the clutch pedal travel up from the floor. NOTE: there is no conventional hydraulic bleeder within this system. It SHOULD NOT be necessary to bleed this sealed system. However, should any air be introduced into the clutch hydraulic system, you will need to vacuum bleed the system from the clutch reservoir.



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## Centerforce Twin Disc Clutch 2005.5 to 2016 Dodge Ram Cummins Turbo Diesel 5.9L or 6.7L Eng. With G56 Six-Speed Transmission

**PLEASE NOTE:** This Centerforce clutch set is an upgraded replacement for the Factory Original Equipment (O.E.) clutch. Please be sure to use all of the components (bearings, fasteners, etc.) included with this clutch set. Factory O.E. clutch components are NOT compatible with your new Centerforce Twin Disc clutch.

Carefully unpack your Centerforce twin disc clutch system. Your new clutch assembly has been shipped from the factory exactly as it should be installed in your vehicle. Remove the pressure plate assembly from the flywheel and take careful note of the placement of each component. Pay particular attention to the instruction decals on each friction disc assembly.

Note that your new Centerforce twin disc clutch assembly has already been precision balanced (see the enclosed specification card for the exact balance results). During final assembly be sure the corresponding pressure plate, floater and flywheel balance markings (located on the outer diameter of the clutch assembly) are all in alignment.

Please be advised that the clutch pressure plate studs and floater pins are secured to the flywheel with threadlocking compound from the factory. Please DO NOT remove or further tighten the studs and/or pins assembled into the flywheel.

Centerforce® twin disc clutch set for 2005.5 to 2016 Dodge RAM requires the installation of the enclosed starter spacer and longer starter bolts. Remove the starter and place the provided starter spacer plate between the engine block and starter mounting surfaces, be sure the locating flange of the spacer locks into the bellhousing. Install the starter using the three supplied bolts and torque to 30-35 ft/lbs. If your truck already has an aftermarket starter spacer – remove the spacer and replace with the starter spacer included with this clutch set.

## CONTINUE ON REVERSE



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## CONTINUED

It is extremely important to check the transmission release bearing collar for scoring and/or excessive wear (**See FIG. 1**). Any signs of wear or if you have a high mileage truck, it is strongly recommended to install a new release bearing collar. The collar is available from your Dodge dealer under part number 5166047AA. Be sure to inspect the release bearing arm and pivot ball for wear and/or damage. Should either component show signs of wear parts can be obtained from your local Dodge dealer – it is advised to replace BOTH the arm and pivot ball together. Also, please be advised that excessive input shaft “play” or movement could indicate possible problems with the front transmission bearing. Transmission issues can cause damage to the clutch components and/or cause poor shifting.

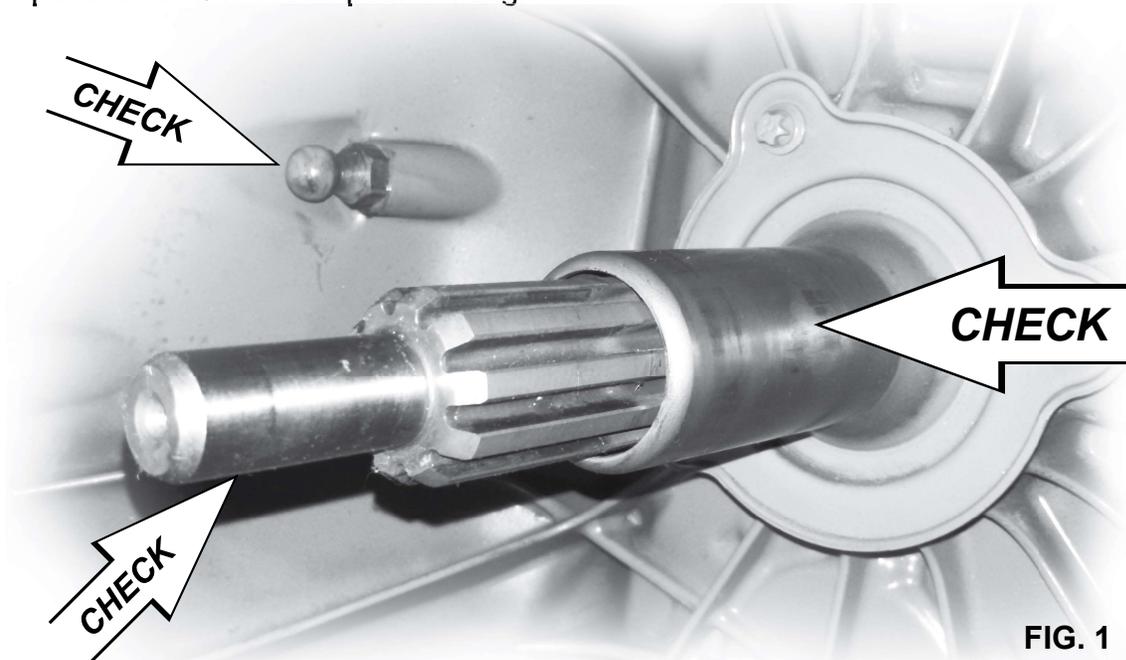


FIG. 1

**BOLT SPECIFICATIONS:** Upon installation, please apply a small amount thread-locking compound to all clutch fastener threads and then use a high quality Torque Wrench to secure the clutch fasteners (by hand – DO NOT use an impact wrench) to the following specifications:

**Pressure Plate nuts = 33/35 ft/lbs.  
12mm diameter Flywheel Bolts = 101/105 ft/lbs.**

This flywheel is a heavy-duty replacement clutch set that is designed for street and moderate off-road use (NOT for competition use requiring SFI certification).

Please be advised; when upgrading from an O.E. Dual-Mass type flywheel and/or to a heavy-duty clutch set, it is common to experience increased transmission gear rattle (or "roll over noise") when idling in Neutral.

Should you have questions or require further information, please contact  
Centerforce tech line directly at: (928) 771-8422