IMPORTANT

Dodge Truck Clutch Sets

Intermittent transmission issues are known to exist on some Dodge trucks. Hard shifting may occur from Neutral to 1st, 2nd or reverse gears. This is primarily due to the large diameter and heavy-duty nature of the transmission and clutch components. Normal operation calls for a 3 to 4 second “spin down time” in which the clutch pedal needs to be depressed and held before attempting to shift the transmission out of Neutral and into gear. This spin down time is NOT usually necessary when the vehicle is in motion (shifting from gear to gear). In order to minimize this hard shifting issue, we recommend customers to check/do following during the clutch change procedure:

1. Always install a new release bearing and new pilot bearing.
2. Properly resurface or replace the flywheel.
3. Check the transmission input shaft spline and pilot bearing surfaces – replace the input shaft if it is questionable.
4. Check the transmission input shaft for excessive “play” or wobble – this could signal a worn input shaft bearing.
5. Inspect the transmission release bearing collar, release bearing arm and pivot ball stud. Replace any questionable item.
6. Use only O.E. approved transmission and hydraulic clutch fluid.
7. Follow all other Centerforce supplied tech sheets and suggested procedures.

Also, please be advised; when upgrading from an O.E. Dual-Mass type flywheel and/or to a heavy-duty clutch set, it is not uncommon to experience increased transmission gear rattle (or “roll over noise”) when idling in Neutral.

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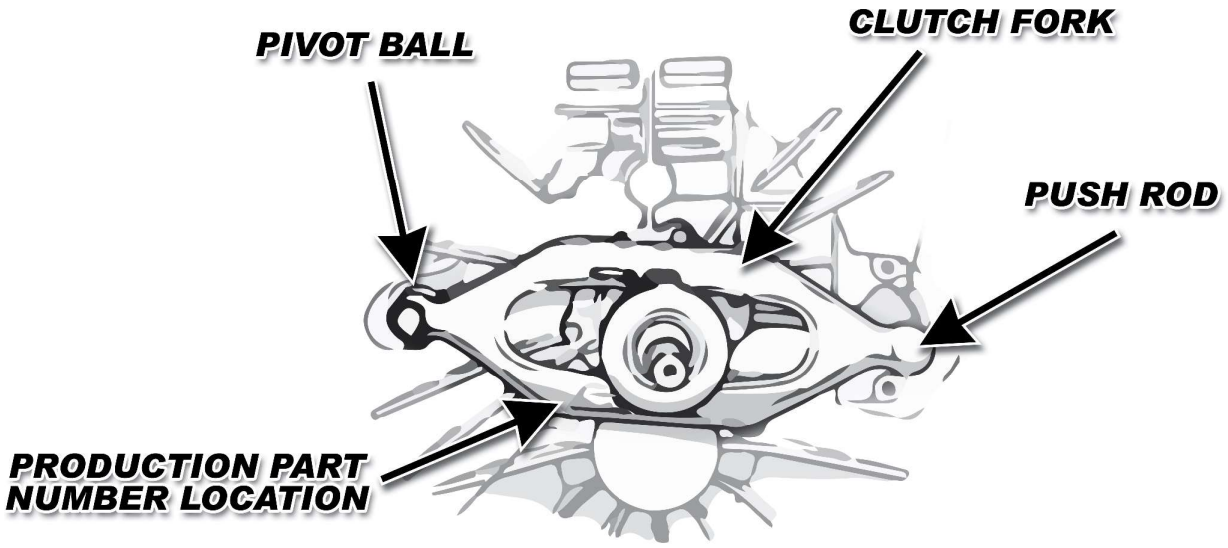
Dodge Trucks

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.



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Please follow these instructions in regards to the installation and use of your new Centerforce DFX

Flywheels: Be sure to install your new Centerforce DFX clutch on a clean and properly resurfaced or brand new flywheel. Centerforce recommends DFX to be used in conjunction with an aftermarket Billet Steel or Billet Aluminum (with steel insert) flywheel. Nodular Cast Iron OE flywheels are also approved. Gray Cast Iron OE flywheels are NOT recommended for use with Centerforce DFX (If you are unsure of what type of cast flywheel you have please call the tech office).

Break-In: The Centerforce DFX series clutch will perform best after a minimum 100-mile break-in period. Stop and go type driving is best for this procedure. Please do not apply full engine power or excessively slip the clutch during the break-in period. This period is required to properly seat the disc with the pressure plate and flywheel friction surfaces.

Centrifugal Weight System: If your new Centerforce DFX clutch is equipped with the patented Centerforce centrifugal weight system, do not remove the ring, weights or retaining spring wire that attaches the weight system to the clutch diaphragm fingers. If your Centerforce DFX clutch does not include the centrifugal weight system, it is because there is not sufficient clearance for Centerforce to safely and effectively install the centrifugal weight system for your application. In these cases Centerforce has made other, internal modifications to improve the clutch holding capacity.

Aftermarket Hydraulic Release Bearings: When using an aftermarket hydraulic release bearing it is important to check for proper clearance between the bearing and the centrifugal weight system. Some aftermarket hydraulic bearings have an anti-rotator pin that may come into contact with the centrifugal weight system.

Due to its positive engagement characteristics, the Centerforce DFX clutch is designed primarily for competition use. However, DFX can also be used in high-powered street or dual-purpose vehicles with excellent results. Please be advised that the increased holding capacity of this clutch can contribute to clutch chatter and/or cause an audible noise during operation.

Failure to follow the above procedures will void your warranty and may result in decreased performance and/or premature wear!

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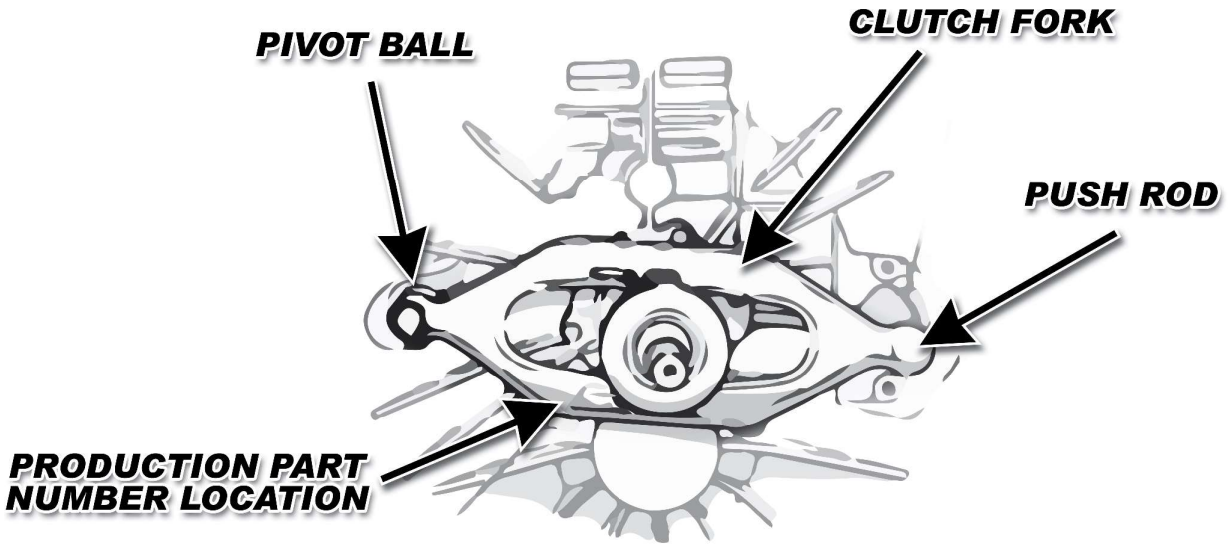

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