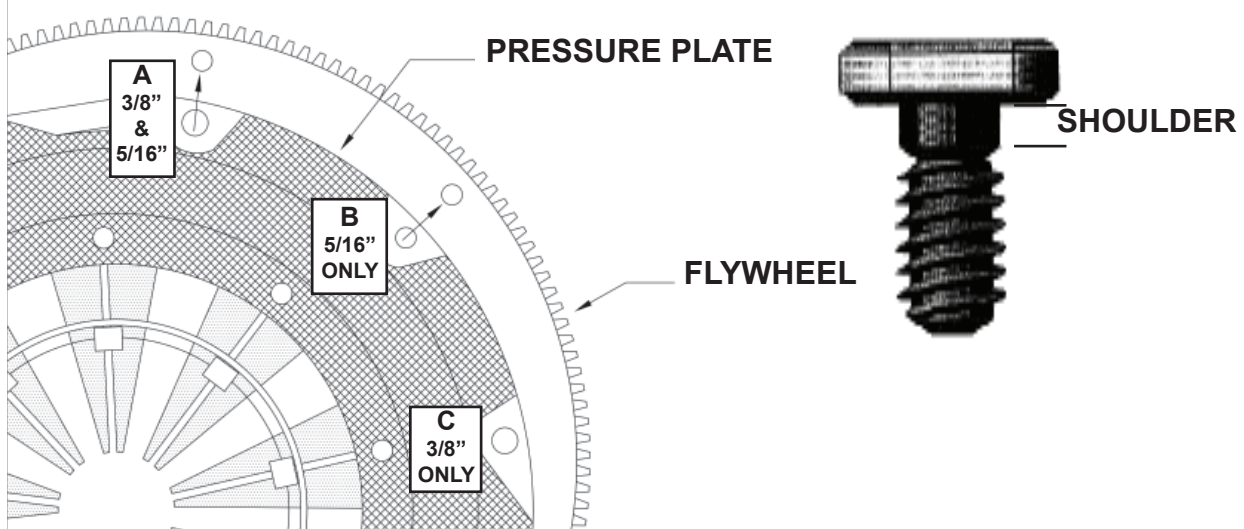


# IMPORTANT

## Installation Notes for DF700000, DF559000, CFT260000, and CF260000

To avoid confusion on which holes to use when bolting the pressure plate to the flywheel. When installing a Centerforce pressure plate, the pressure plate has 9 bolt holes; only 6 of them will be used.

The picture below will help you in identifying which set of holes to use:



**NOTE:** 6 bolts are required to properly locate and fasten the pressure plate to the flywheel. Original equipment flywheels use (6) 5/16" shouldered bolts; bolt hole A & B (see above) to locate and retain the pressure plate. Some aftermarket flywheels may have a pattern aligning to the bolt holes A & C. The pressure plate may be bolted to such flywheels with shouldered 3/8" bolts in holes A & C.

**You must use shoulder type bolts** to mount the pressure plate to the flywheel. This will keep the clutch aligned properly on the flywheel and increase the shear strength. **Please do not use the improper bolts as you will be endangering your safety as well as affecting the balance of the assembly.**



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# IMPORTANT

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***Please follow these instructions to maintain the warranty of your Centerforce® product!***

**Flywheels:** All Centerforce® clutches need to be installed on a clean, properly resurfaced or brand new flywheel. Flywheels must be within original equipment specifications. Centerforce clutches are designed to be used on flywheels made of cast iron, steel, or aluminum with steel inserts.

**Break-In:** All Centerforce clutches require a break-in period of 450-500 miles of stop-and-go street driving before applying full engine power. This period is required to properly seat the disc with the pressure plate and flywheel.

**Balance:** All Centerforce clutches are balanced from the factory to meet or exceed Original Equipment (O.E.) specifications. Balancing with the Centerforce weights installed on the clutch assembly may cause an out-of-balance condition. Removing the weights without permission from Centerforce may void the warranty.

**Centrifugal Weight System:** If your new Centerforce clutch is equipped with the patented centrifugal weight system, do not remove the ring, weights, or spring wire retaining the weight system to the diaphragm fingers. If your Centerforce clutch does not include the centrifugal weight system, it is because there is not sufficient clearance for Centerforce to safely & effectively install the centrifugal weight system.

**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.

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

**Questions? Please contact the Tech Department at Centerforce**



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# IMPORTANT

**VEHICLES ORIGINALLY EQUIPPED WITH 3-FINGER STYLE CLUTCH USING FE CAST IRON BELLHOUSING MUST BE CHECKED FOR BELLHOUSING CLEARANCE WHEN REPLACING WITH DIAPHRAGM STYLE PRESSURE PLATE.**

WHEN REPLACING A COIL SPRING CLUTCH ASSEMBLY (3 FINGER TYPE) WITH A CENTERFORCE DIAPHRAGM TYPE PRESSURE PLATE, IT IS POSSIBLE FOR THE CLUTCH PEDAL TO STAY IN THE FULLY DEPRESSED POSITION DURING THE OPERATION OF THE CLUTCH PEDAL. THIS IS CAUSED DUE TO THE REDUCED PEDAL EFFORT REQUIRED TO OPERATE THE CENTERFORCE DIAPHRAGM TYPE PRESSURE PLATE.

THIS PROBLEM IS USUALLY CAUSED DUE TO THE PEDAL ASSIST/ OVER-CENTER SPRING INSTALLED BY THE VEHICLE MANUFACTURER DESIGNED TO REDUCE THE PEDAL EFFORT REQUIRED WITH THE O.E.M. (3 FINGER TYPE) CLUTCH SYSTEM VERSUS THE EFFORT CREATED BY THE NEW CENTERFORCE DIAPHRAGM STYLE PRESSURE PLATE.

TO FIX THIS PROBLEM, YOU MUST EITHER REMOVE THE PEDAL ASSIST SPRING FROM UNDER THE DASHBOARD OR ADD A HEAVY DUTY CLUTCH PEDAL RETURN SPRING.



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