3/8" Pressure Plate Bolts

A small amount of threadlocking compound is recommended on all clutch fasteners.

DO NOT use a washer with this pressure plate bolt.

Tighten all bolts evenly, ¼ turn at a time in a crisscross pattern until pressure plate is completely drawn-up to the flywheel.

Final torque to: 35 - 38 ft/lbs.

Note: These specifications apply only to the fasteners supplied by Centerforce.

IMPORTANT

Hydraulic clutch system vacuum bleed procedure

NOTE: You will need a hand held vacuum pump and fresh high quality DOT 3 or 4 brake fluid for this procedure.

1) Remove clutch fluid reservoir cap. Be sure the fluid level is at normal as marked.
2) Use athe enclosed round rubber reservoir gasket to create a temporary seal against the clutch master cylinder reservoir.
3) Using the enclosed vacuum line cup, attach the vacuum hand pump to the rubber gasket and introduce 10 to 15 in/Hg negative pressure to the clutch hydraulic system. IMPORTANT: you will be drawing a vacuum from the air gap above the fluid within the reservoir… DO NOT draw any fluid into the vacuum pump! If the system is sealed and done correctly, the negative pressure should hold for several minutes. This procedure will draw out any air contained within the hydraulic system. DO NOT depress the clutch pedal while there is a vacuum applied to the hydraulic clutch system.

4) Release vacuum pressure from the system and top off fluid as needed. Repeat step 3 several times. Then remove the vacuum pump and rubber reservoir gasket.
5) Top off the fluid reservoir as needed and check the hydraulic system for leaks.
6) Replace the reservoir cap.
7) Once the clutch hydraulic vacuum bleed procedure is complete, the clutch should engage and start to move the vehicle at approximately half of the clutch pedal travel up from the floor.

<u>Note</u>: It's common for small air bubbles to remain aerated within the clutch fluid for several hours. The clutch vacuum bleed procedure may need to be repeated after the vehicle sits overnight.

IMPORTANT

Jeeps with the STOP/START Feature

Jeeps with the STOP/START feature will have TWO, 12 volt batteries - the main battery is located in the engine compartment, passenger side, front. The smaller, secondary battery is located below the engine compartment fuse box. This battery is NOT visible and cannot be easily accessed without some vehicle disassembly. Please be advised that BOTH batteries MUST be disconnected prior to clutch replacement. Failure to disconnect BOTH batteries can result in an electrical short and/or vehicle damage.

STEP 1: BEFORE ANY WORK IS STARTED, remove the 13mm nut and disconnect the secondary NEGATIVE battery cable at the main battery terminal as shown:

STEP 2: Once the secondary battery negative cable has been completely disconnected from the main negative terminal, take steps to ensure this terminal DOES NOT touch any part of the vehicle or otherwise contact the vehicle ground. Securely wrap the secondary battery negative cable with electrical tape or other suitable insulation method.

STEP 3: Loosen the 10mm nut and disconnect the NEGATIVE battery cable at the main battery as shown:

Now you may proceed with the normal clutch removal and installation process. Once the transmission has been reinstalled, reverse the steps above to connect both batteries.

NOTE: This information is offered as a courtesy only. Your vehicle design and/or configuration may differ from the information and pictures shown above. Please consult your factory service manual for further information and procedure verification.

Please contact our Tech Line at (928) 771-8422 for any questions or concerns you may have.

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

CENTERFORCE THE PERFORMANCE CLUTCH®

IMPORTANT

Jeep JL Clutch Kit Installation Guide

Your new Centerforce high-inertia clutch for Jeep JL/JT requires installation of the upgraded hydraulic clutch components included with your clutch set as follows: Clutch Master Cylinder, stainless steel braded pressure hose and Clutch Release Cylinder. This new hydraulic clutch system is easy to install with regular tools and should take less than an hour. NOTE: you will be working in tight spaces under the dashboard and in the engine compartment. It is recommended to have at least 2 people available for the install process. Please read through these instructions entirely before starting. If you have questions or if you require more information, please contact our Tech Line (928) 771-8422 during regular business hours or see our website www.centerforce.com for installation videos.

Caution, the shift cable bracket should not be removed from the side of the transmission during the clutch change procedure. Centerforce recommends removing the shift cable retainer, made from heavy gauge wire located at the top rear of the transmission. Remove the single nut with a 10mm wrench or socket, remove the cable retainer and save everything for reinstallation. By removing the rear cable retainer, you will have enough slack in the shift cables to move the transmission back and down. Again, DO NOT remove the shifter cables from the transmission shift levers. DO NOT remove the shifter cable bracket from the side of the transmission. Once the transmission has been removed from the engine, properly support, block or otherwise secure the transmission in place and proceed with the clutch/flywheel removal. DO NOT allow the transmission to hang on the shift cables. DO NOT kink or bend the shift cables. If the shift cables have been distributed and/or you are having shift issues, please contact the Centerforce Tech line or consult your factory service manual for the shift cable reset procedure.

Jeep JL/JT uses a shared brake and clutch fluid reservoir. The reservoir features a single fill point – however there is an internal partition that keeps fluid separate from each system. Changing the clutch hydraulics will not affect the vehicle braking system.

You MUST use only fresh, clean factory Original Equipment (OE) or equivalent high-quality DOT 3 or 4 brake fluid in your Jeep. The use of any other fluid is NOT recommended and will void the clutch system warranty. Remember that brake fluid can harm painted surfaces, take steps to cover or otherwise protect any surface that might get damaged by splashed or spilled fluid. Immediately clean-up any brake fluid that is outside of the hydraulic system.

To help retain fluid in the brake/clutch reservoir, it is recommended to keep the fill cap tightly sealed on reservoir until the new clutch hydraulic system has been completely installed.

Installation of the upgraded hydraulic clutch components can be performed at any point of the clutch installation process.

CENTERFORCE®
THE PERFORMANCE CLUTCH

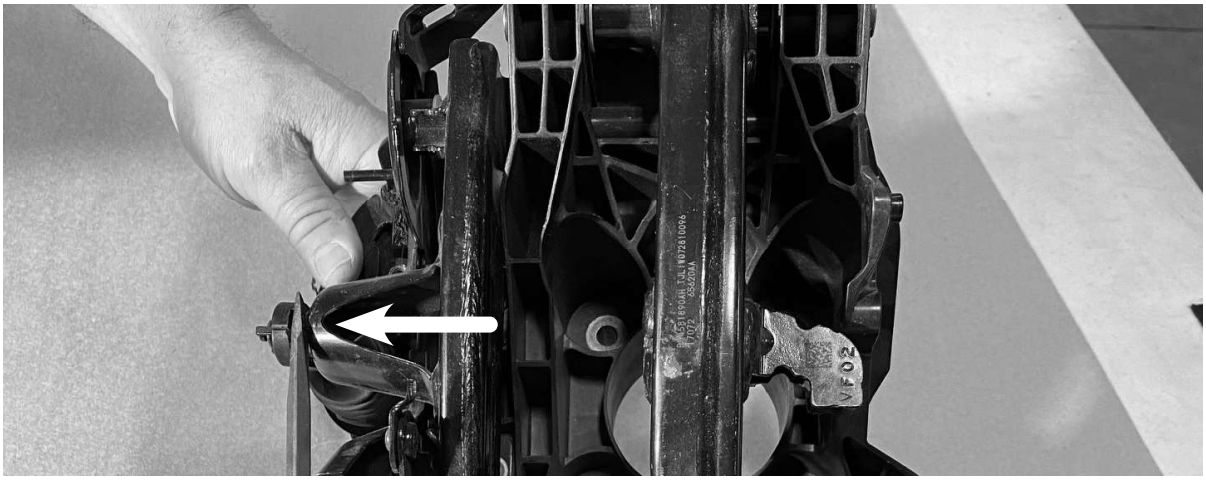
IMPORTANT

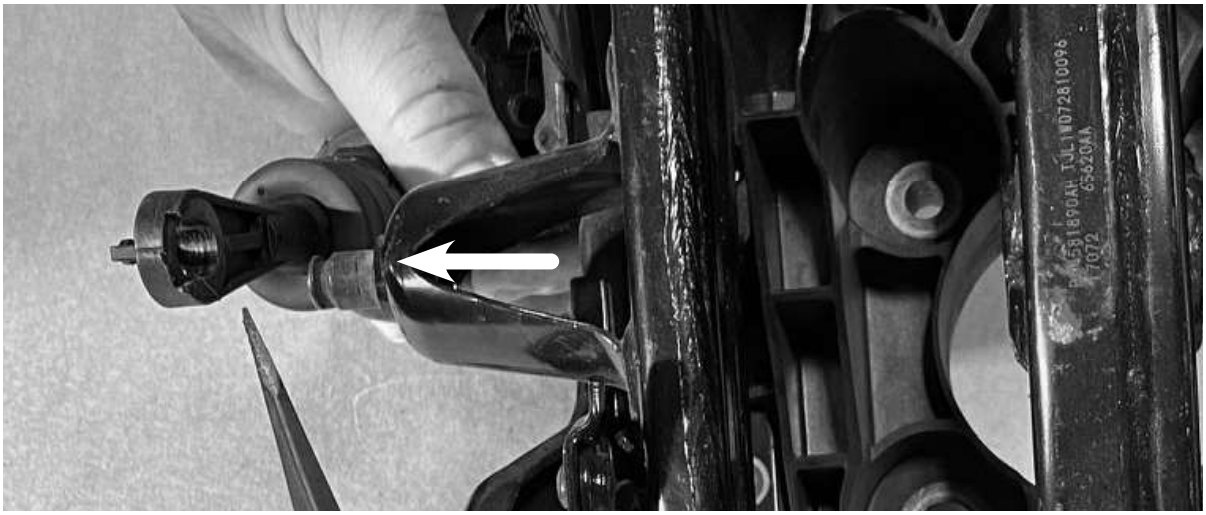
Jeep JL Clutch Kit Installation Guide

Step 1

Move the driver seat as far back as possible. From under the dashboard, locate where the Clutch Master Cylinder push rod attaches to the clutch pedal arm. This is a snap lock connector. Insert a medium length screwdriver, pry bar or forked tool (such as a trim removal tool) between the push rod and the clutch pedal arm at the snap connection. Twist the tool and push the connector away from the clutch pedal (towards to outside of the vehicle). NOTE: Examining the snap connector on your new Clutch Master Cylinder push rod may help you understand how it is connected to the clutch pedal arm. DO NOT operate the clutch pedal with the Clutch Master Cylinder disconnected. Leave the pedal in the full UP position.

NOTE: Pedal assembly shown removed from vehicle for demonstration only. DO NOT remove the pedal assembly from your Jeep!



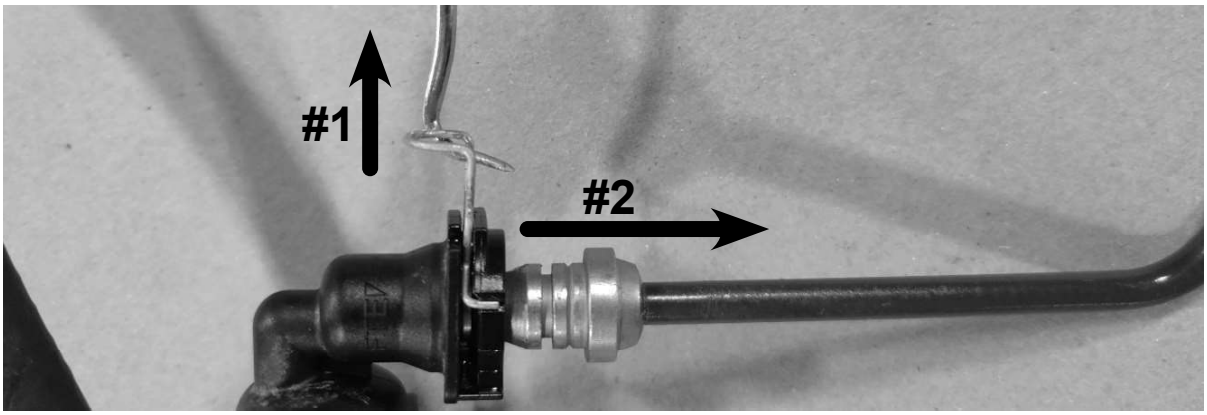


Step 2

From under the hood, remove the clutch safety switch wire connector from the Clutch Master Cylinder. The switch and connector are facing the driver side inner fender well. Press the connector lock tab and pull forward. Once disconnected, place the connector out of the way until it is reinstalled later.

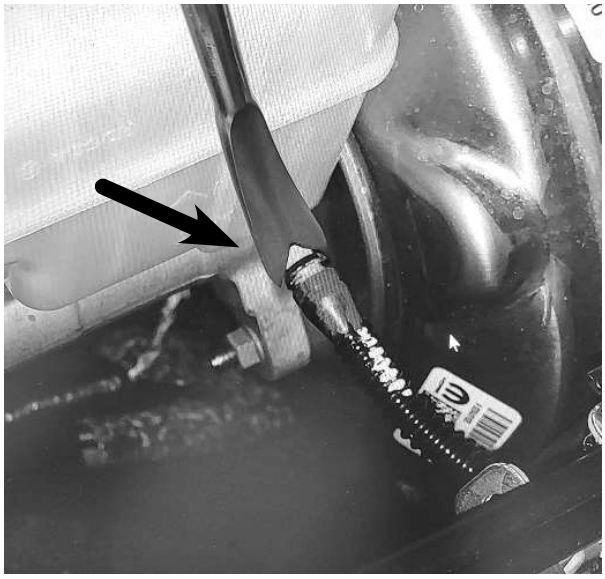
Step 3

Remove the stock OE pressure hose from the Clutch Master Cylinder. Using a small screwdriver or pick tool, pull the hose connection quick release lock wire towards the front of the vehicle (#1). It will move about a quarter inch and then stop. Push the pressure hose downward and out of the Master Cylinder (#2).



Step 4

Remove fluid supply hose from the reservoir. Remove clamp from rubber hose if applicable. Some Jeeps may have a factory corrugated plastic supply hose without a clamp. Twist the hose on the reservoir nipple to loosen the seal. The reservoir is plastic, so use gentle prying action to remove the hose from the reservoir. A forked tool, such as an automotive trim removal tool, works very well for this process. If your Jeep has the factory corrugated plastic hose, be sure to remove the rubber gasket sleeve from the reservoir nipple after the hose has been removed. Once the hose has been removed, immediately install the included rubber cap over the reservoir nipple to prevent fluid loss during the Clutch Master Cylinder installation.



Step 5

From under the hood, facing the firewall, turn the Clutch Master Cylinder approximately one-eighth turn CLOCKWISE. This will release the Clutch Master Cylinder twist lock connection at the firewall. Remove the Clutch Master Cylinder from the vehicle. NOTE: It is helpful to have a second person under the dashboard to guide the Clutch Master Cylinder push rod out through the firewall.

Step 6

On a work bench, remove the clutch safety switch from the old Clutch Master Cylinder. Using a small screwdriver, gently pry the switch from the Clutch Master Cylinder.

Step 7

Install the clutch safety switch onto the new Clutch Master Cylinder. With the wire connector pointing forward, set the switch inside the 4 locator pins and snap into place.

Step 8

At the transmission, remove the old Clutch Release Cylinder and pressure hose together from the transmission. Remove the pressure hose from the transmission bracket and then the plastic retention clip(s) on the firewall, below the Master Cylinder. Be careful to not break the retention clip(s) as they will be reused to hold the new pressure line.

Step 9

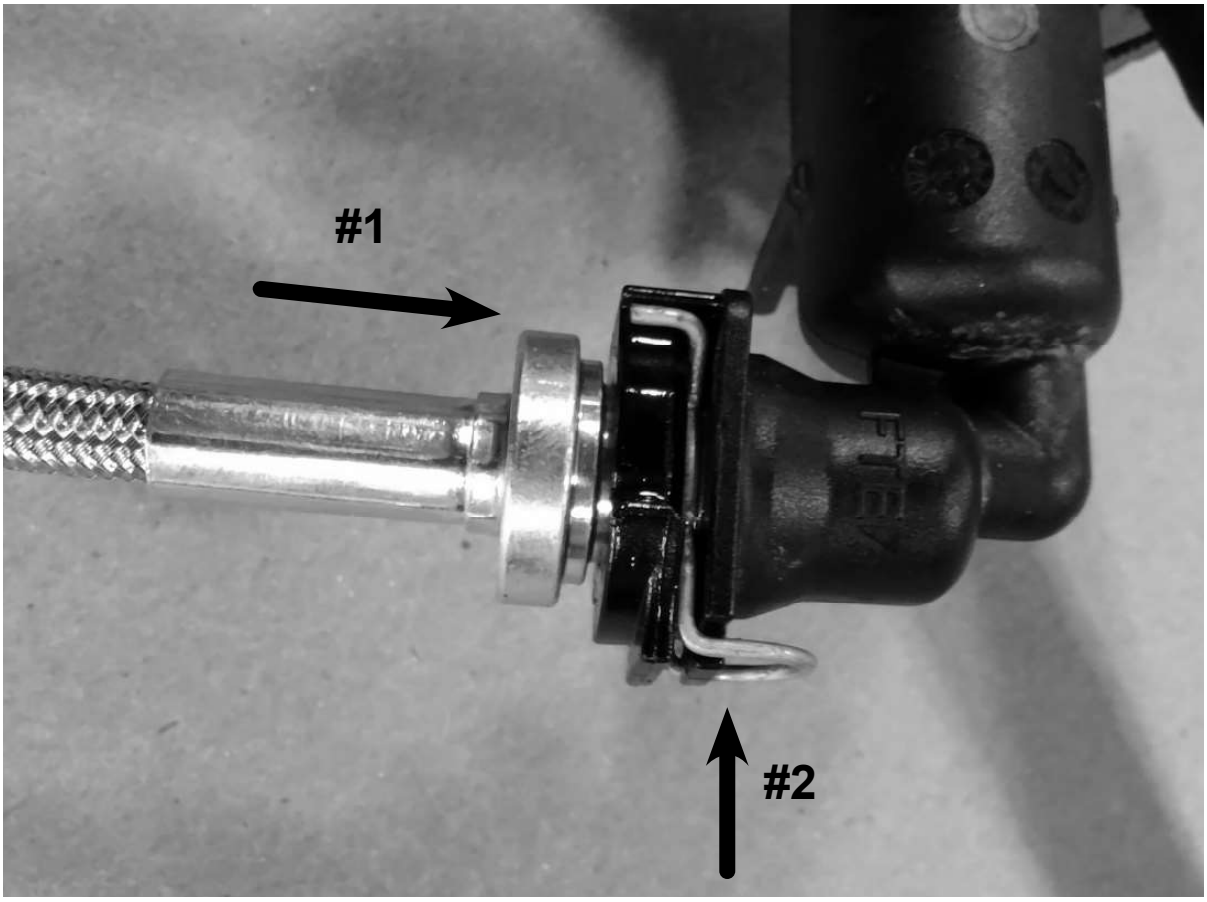
Install the new Clutch Master Cylinder. Apply a small amount of lubricant (such as WD-40) to the Clutch Master Cylinder rubber gasket where it meets the firewall. From under the hood, slide the new Clutch Master Cylinder into the firewall. Have a second person under the dashboard to help orient and guide the Clutch Master Cylinder push rod into position, but DO NOT connect the push rod to the clutch pedal arm at this time. Start with the reservoir hose at approximately the 1 o'clock position. Align the 4 slots on the Clutch Master Cylinder with the firewall twist lock tabs. Once the Clutch Master Cylinder rubber gasket is fully seated against the firewall, push rearward and twist lock the Master Cylinder into the firewall by turning approximately one-eighth turn COUNTER-CLOCKWISE until the reservoir hose is at the 12 o'clock position.

Step 10

From under the dashboard, snap lock the Clutch Master Cylinder push rod to the clutch pedal arm. DO NOT operate the clutch pedal at this time.

Step 11

Install the new pressure hose. Pull the Clutch Master Cylinder hose connection quick release lock wire towards the front of the vehicle. It will move about a quarter inch and then stop. Either end of the new pressure hose can be installed into the Clutch Master Cylinder. The hose insulation sleeve will need to be positioned at the lower portion of the pressure hose around/near the exhaust system. Using a small amount of clean brake fluid, lubricate the pressure hose O-Ring and install the fitting into the Clutch Master Cylinder (#1). Once the fitting is fully seated into the Clutch Master Cylinder, push the lock wire in to retain the pressure hose (#2). Pull gently downward to check the connection.



Step 12

Install fluid supply hose on to reservoir. Remove rubber cap from the reservoir nipple and install the Clutch Master Cylinder rubber hose on to the reservoir nipple and then clamp the hose in place with the supplied clamp.

Step 13

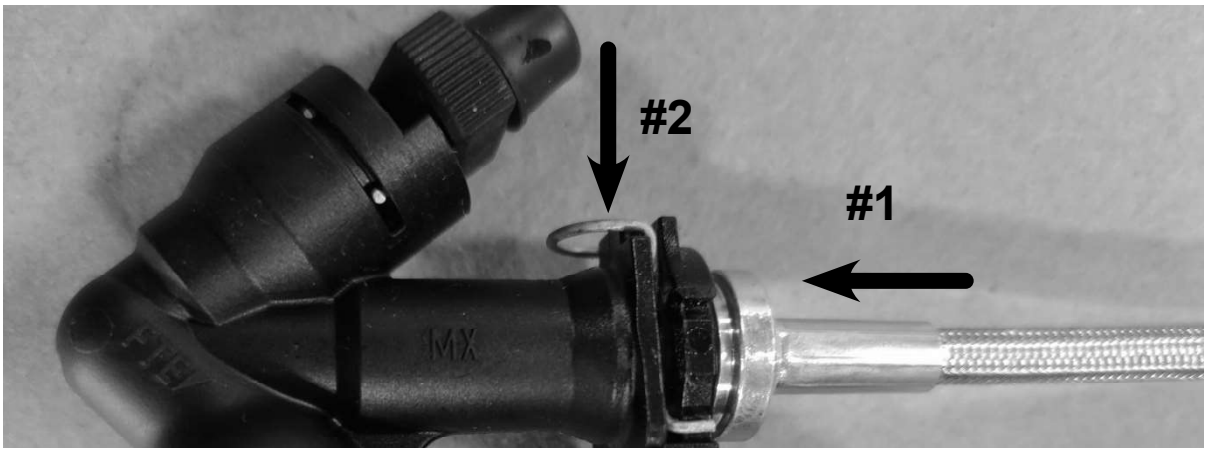
Install the clutch safety switch wire connector on to the Clutch Master Cylinder. Push the connector until it clicks in place on the switch. Double-check the safety switch to ensure it is properly locked in place on the Clutch Master Cylinder and that it has not come loose during the installation process.

Step 14

Attach the new hydraulic pressure hose into the firewall retention clips. NOTE: Additional zip ties may be used to properly route the new pressure hose to the Clutch Release Cylinder. Avoid looping, sharp bends, kinks and heat sources.

Step 15

Install the pressure hose into the new Clutch Release Cylinder. Pull the Clutch Release Cylinder hose connection quick release lock wire outward. It will move about a quarter inch and then stop. Using a small amount of clean brake fluid, lubricate the hose O-Ring and install the fitting into the Clutch Release Cylinder. Once the fitting is fully seated into the Clutch Release Cylinder (#1), push the lock wire in to retain the pressure hose (#2). Pull gently on the connection to ensure it is properly locked. BE SURE the clutch pedal is in the UP position. DO NOT operate the pedal at any time while the Clutch Release Cylinder is removed from the transmission. Doing so will permanently damage the Clutch Release Cylinder and void the warranty.

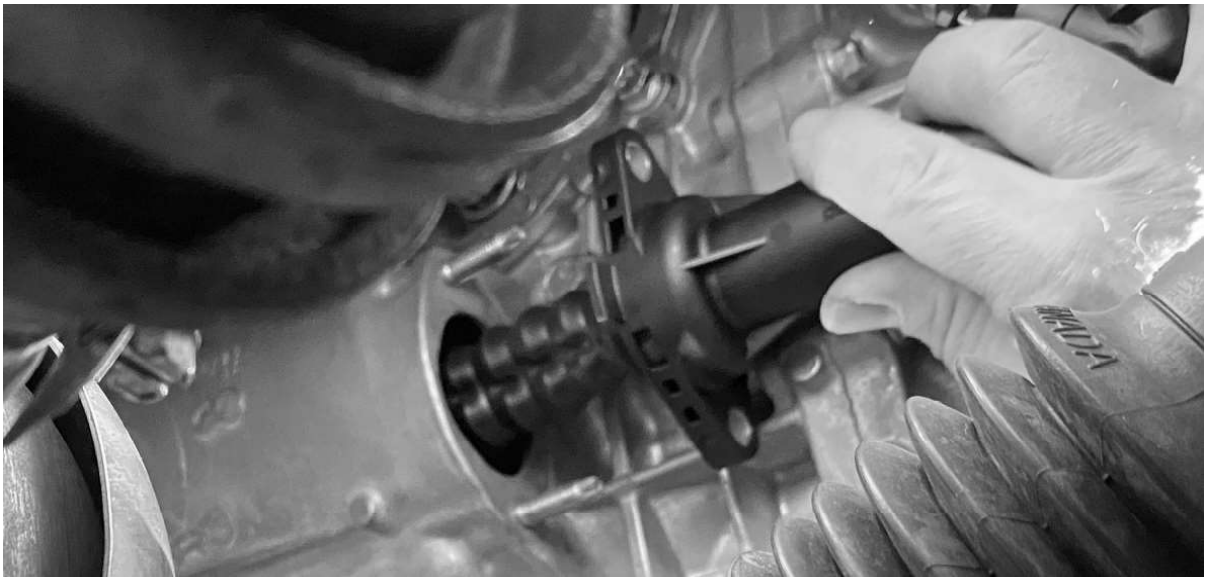


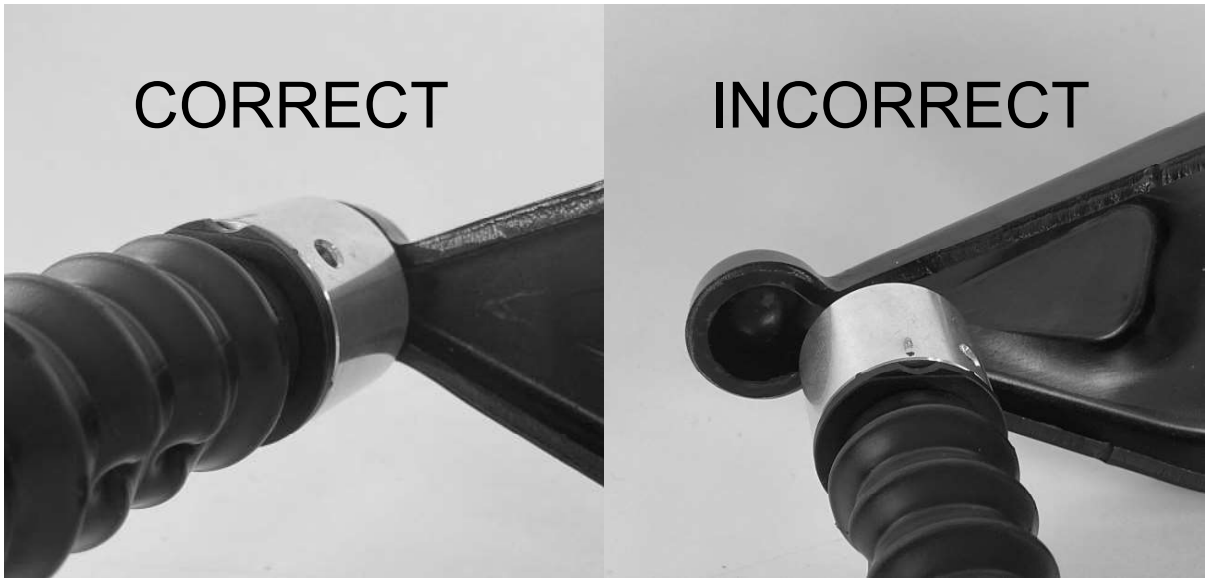
Step 16

Purge air from the clutch hydraulic system. DO NOT open the bleeder port on the Clutch Release Cylinder, always keep the bleeder port in the closed position. From under the hood, remove the reservoir cap and top off with clean DOT 3 or 4 brake fluid as needed. Do not over fill and check the level frequently during the air purge process. From the Clutch Release Cylinder – point the hose connection end UPWARDS and slowly push the Clutch Release Cylinder actuator rod, by hand, inward until it stops. It is normal to feel resistance from the Clutch Release Cylinder pre-load spring. Go slowly as you will be pushing air up through the clutch hydraulic system and out the reservoir fill point. Release the actuator rod and allow it to return to the fully extended position on its own. This will cause the Clutch Release Cylinder to draw fluid in from the reservoir. NOTE: As the system fills with fluid, retracting the rod requires more effort to push the actuator rod to full compressed. Keep the hose end of the Clutch Release Cylinder pointed UP. Take your time and go slow. This step is critical to ensure proper clutch operation. Check the fluid level at the reservoir, add fluid if needed. Repeat this purge process 5 to 10 times. Or until there are no air bubbles present at the reservoir upon manually retracting the Clutch Release Cylinder actuator rod into the Cylinder.

Step 17

Install the Clutch Release Cylinder into the bellhousing using the 2 factory nuts. IMPORTANT! Take EXTRA care and BE SURE the actuator rod properly locates and seats into the release bearing arm pocket inside the bellhousing. If the rod is not seated into the pocket properly, it will permanently damage the Clutch Release Cylinder. Improper installation is not covered under warranty.





Step 18

Once the clutch installation and clutch hydraulic system installation is complete, pump the clutch pedal 50 times with the engine off to ensure proper operation. Check for fluid leaks and then top off the reservoir as need. Do not overfill. Drive the vehicle and note the clutch engagement point. The engagement point should be at or just below the clutch pedal travel mid-point. A vacuum bleed procedure may be necessary if the release point is too low. Please see the Centerforce vacuum bleed procedure tip sheet, I12MI018. The air purge and vacuum bleed procedures are the only methods recommended by Centerforce to properly remove air from the clutch hydraulic system.

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

IMPORTANT

Clutch Disc Fitment and Lubrication Procedure

IMPORTANT: Handle your new Centerforce clutch disc and clutch parts very carefully. DO NOT drop or bend the clutch disc assembly. DO NOT contaminate the friction material or friction surfaces with any grease or oil. Be sure your hands are clean before working with your new clutch parts.

1. Once the transmission has been removed from your vehicle, remove the old clutch release bearing. Then, using a wire brush, thoroughly clean the transmission input shaft splines and release bearing sleeve. Rinse with brake cleaner or similar product and allow the splines to dry. Repeat this step as needed.

2. Test fit the new Centerforce clutch disc onto your transmission input shaft splines. Ensure the disc moves freely fore and aft.

3. Remove the clutch disc from transmission splines.

4. Install your new clutch release bearing. Applications that use a plastic release bearing collar or insert, DO NOT use any grease between the plastic collar and the metal transmission sleeve. Install dry. A release bearing with a metal collar on a metal transmission sleeve needs a small amount of grease.

5. Using the enclosed grease packet, spread a thin film of grease on the transmission input shaft splines. A small nylon brush may be helpful in order to apply the grease completely and evenly on the transmission splines.

6. Slide the new disc on the greased transmission input shaft splines to help transfer and distribute grease to the splines of the clutch disc.

7. Remove the clutch disc from the transmission input shaft splines.

8. WIPE OFF any grease that is outside of the clutch disc splines or on the clutch disc hub. Any excessive grease on the clutch disc hub will be slung outward with engine RPM and can contaminate the clutch disc friction material. Again, you only need a thin film of grease on the transmission input shaft!

Should you have questions or if you need further information, please call our tech line at (928) 771-8422 or visit us at www.centerforce.com

IMPORTANT

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

CENTERFORCE® THE PERFORMANCE CLUTCH®

CENTERFORCE DUAL FRICTION®

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