“STOP”

This clutch assembly requires replacement of the Hydraulic Slave Cylinder and Release Bearing assembly. Please read the enclosed instruction sheet or contact Centerforce for more information before proceeding.

Thank You!

GM0199L

IMPORTANT

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!

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.

IMPORTANT

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The six enclosed pressure plate bolts ***MUST*** be used with this new Centerforce® clutch assembly. These special shouldered pressure plate bolts are designed to properly locate and fasten your new clutch assembly to the flywheel. Please ***DO NOT*** use any other pressure plate bolts with this clutch. If your current flywheel utilizes the ***GM TWO DOWEL PIN*** method to locate the pressure plate assembly, please remove and do not use the dowel pins.

This pressure plate assembly is ***NOT*** designed to work in conjunction with the ***TWO DOWEL PIN*** method.

NOTE: If using a resurfaced flywheel, please be sure all six flywheel pressure plate bolt holes are chamfered.

Centerforce GM 10mm x 1.50 Metric pressure plate bolt instructions!

A small amount of thread-locking compound is recommended on all clutch fasteners.

DO NOT use a washer with these pressure plate bolts.

Tighten the six bolts evenly, 1/4 turn at a time in a crisscross pattern untill the pressure plate is completely drawn-up to the flywheel.

Torque in 3 steps; first 20 ft/lbs, second 40 ft/lbs, and third 50 ft/lbs

For more information please contact our Tech Line at: (800) 932-5882

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IMPORTANT

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1997-2011 LS Series Engines
Chevrolet Camaro & Corvette
Pontiac Firebird & GTO

IMPORTANT NOTICE : Centerforce requires this application to be used in conjunction with ONLY GM Original Equipment flywheel to crankshaft bolts P/N: 11569956. The use of specialty or aftermarket bolts may cause an interference between the clutch disc and bolt heads. For more information, please contact Centerforce at: (928) 771-8422 or www.centerforce.com.

General Motors/Pontiac dealers only sell replacement clutch assemblies for the LS1 & LS6 vehicles as a "0" balance set including the flywheel, cover and disc. The assembly is balanced as a set from GM/Pontiac, therefore, when separating the set there is a potential out of balance condition / vibration. When resurfacing the original equipment flywheel, balance of the flywheel should be checked by a qualified balance shop and corrected if out of factory tolerance prior to re-installation. When replacing with an aftermarket flywheel check with the manufacturer to insure "0" balance specifications.

If the flywheel is out of balance, the CENTERFORCE® weight system may shift off center and cause engagement and/or release problems.

Camaro & Firebird Only

In order to minimize possible clutch operational issues – Centerforce requires you to replace the Hydraulic Clutch Slave Cylinder and Release Bearing, available as a set, from your local GM dealer. High-quality aftermarket Slave Cylinder and Bearing sets are also available and, when installed properly, will work in conjunction with your new Centerforce clutch assembly. In addition, Centerforce strongly recommends the replacement of the Hydraulic Clutch Master Cylinder on higher mileage cars. Please see the factory service manual for more information and installation procedures.

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