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®

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IMPORTANT

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Customers requiring 24-month SFI activation.

Thank you for purchasing clutch components certified by Centerforce to SFI Specification 1.1. Some competition sanctioning bodies require clutch components to be SFI certified every 24 months. The enclosed clutch component(s) contain the official SFI decal and corresponding serial number etched into the part. Please note that the component SFI ACTIVATION DATE is also etched near the SFI serial number. SFI 24-month certification STARTS from this SFI ACTIVATION DATE. Centerforce clutch components have an indefinite shelf life, however, due to the chain of commerce, the enclosed components may arrive to customers beyond this initial SFI ACTIVATION DATE. If you need full 24 months SFI certification to conform to competition rules, Centerforce can issue a new SFI serial number and SFI ACTIVATION DATE free of charge. To request a fresh SFI ACTIVATION DATE from Centerforce, you MUST contact Centerforce prior to installation and supply a copy of your proof of purchase. This request MUST be submitted within 30 days of purchase. If you require this service, please completely fill out the enclosed SFI activation form and return to Centerforce with a copy of your proof of purchase. Forms and receipts can be sent via Mail, Fax, or Email. If needed, SFI activation forms can also be obtained from our website: www.centerforce.com. Should you have questions or if you require further information please contact Centerforce customer service at (800) 932-5882. Information specifically about SFI certification can be found at www.sfifoundation.com (Reference SFI Clutch/Flywheel Specification 1.1).

IMPORTANT! This activation service is ONLY applicable to new components within 30 days of purchase. Centerforce components that have been SFI certified and used in competition MAY be eligible for re-certification but ONLY after the component(s) have been returned to Centerforce for inspection. Please obtain a Return Merchandise Authorization (RMA) number for inspection and re-certifications. Fee for this service may vary.

If you are NOT competing under specific sanctioning body rules, then the SFI activation date is not relevant to your application or your vehicle use. In this case feel free to use your Centerforce product regardless of the SFI activation date.

Ph: (800) 932-5882
Fax: (928) 771-8322
Email: sales@centerforce.com

EMAIL FORM

Centerforce Clutches
2266 Crosswind Dr.
Prescott, AZ 86301

Email Addres: _____

Full Name: _____ Date Purchased: _____

Street Address: _____ Part #: _____

City: _____ Current SFI #: _____

State: _____

Zip: _____

Country: _____

Phone: _____

Note: A copy of your receipt/proof of purchase is required to obtain an updated SFI Activation Date and SFI Number.

Please do not write below this line, completed by Centerforce!

New SFI #: _____

Date Certified: _____

Certifed By: _____

Keep this for your records once the SFI Label is affixed.

IMPORTANT

FORD CARS AND TRUCKS

1979-1997

ALL FORD TRANSMISSIONS WITH

ALUMINUM INPUT SHAFT RETAINER BEARING COLLAR

CLUTCH OPERATION PROBLEMS MAY OCCUR DUE TO THE INPUT SHAFT BEARING RETAINER COLLAR WEARING PREMATURELY, CAUSING THE THROWOUT BEARING TO BIND AND MISALIGN. THIS BINDING CAN RESULT IN ERRATIC CLUTCH OPERATION, INCLUDING HIGH PEDAL EFFORT, IMPROPER CLUTCH RELEASE OR ENGAGEMENT, OR CLUTCH CHATTER.

WHEN INSTALLING A NEW CLUTCH ASSEMBLY, IT IS IMPORTANT TO CHECK THE INPUT SHAFT BEARING RETAINER COLLAR, THE THROW OUT BEARING ARM, AND THE THROW OUT BEARING PIVOT BALL OR BRACKET FOR SIGNS OF WEAR. **IF THEY SHOW ANY SIGNS OF WEAR, THEY WILL NEED TO BE REPLACED.**

SOME OTHER SYMPTOMS OF A WORN INPUT SHAFT RETAINER BEARING COLLAR ON A HYDRAULIC SYSTEM OTHER THAN PREVIOUSLY MENTIONED, ARE CRACKING OF THE FIREWALL AROUND THE CLUTCH MASTER CYLINDER MOUNTING DUE TO FLEXING. THIS IS A COMMON OCCURRENCE ON LATE MODEL TRUCKS.

ON CABLE OPERATED SYSTEMS, IF THE INPUT SHAFT RETAINER BEARING COLLAR IS WORN, THE CLUTCH ADJUSTMENT MECHANISM MAY NOT PROPERLY OPERATE. THIS MAY CAUSE IMPROPER CLUTCH ADJUSTMENT, RESULTING IN IMPROPER RELEASE OR SLIPPAGE DUE TO THE ASSEMBLY NOT FULLY ENGAGING.

TO DETERMINE IF THE BEARING RETAINER COLLAR AND RELATED ITEMS ARE WORN AND NEED REPLACEMENT, CHECK FOR ANY SCORING OR WEAR THAT RUNS THE LENGTH OF THE RETAINER BEARING COLLAR OR WEAR THAT ENCIRCLES THE COLLAR. INSPECT THE CONTACT POINTS ON THE THROW OUT BEARING ARM WHERE THE THROW OUT BEARING MAKES CONTACT, THE SOCKET WHERE THE PIVOT BALL OR BRACKET PIVOTS IN THE THROW OUT BEARING ARM FOR UNEVEN WEAR OR GALLING. CHECK THE PIVOT BALL OR BRACKET FOR WEAR OR DAMAGE. **IF ANY ONE OF THE ITEMS ARE WORN, ALL OF THE PARTS SHOULD BE REPLACED AT THE SAME TIME (INPUT SHAFT RETAINER BEARING COLLAR, THROW OUT BEARING ARM, THROW OUT BEARING PIVOT BALL OR BRACKET, BUSHINGS, ETC.).**

WHEN REPLACING THE INPUT SHAFT BEARING RETAINER COLLAR, REMEMBER TO REPLACE THE INPUT SHAFT SEAL AND GASKET (WHERE APPLICABLE) TO AVOID ANY LEAKAGE AND ASSURE PROPER CLUTCH OPERATION.

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IMPORTANT

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FOR ALL FORD MOTOR VEHICLES USING THROW OUT BEARING PART NUMBER N1714 OR O.E.M. TYPE EQUIVALENT DESIGN (PICTURED BELOW), WHICH IS A SELF ALIGNING TYPE THROWOUT BEARING.

NOTE: SELF ALIGNING TYPE THROWOUT BEARINGS WHEN REMOVED FROM THE BOX MAY APPEAR TO BE OFF CENTER, HOWEVER, THEY ARE NOT DEFECTIVE AND WILL PROPERLY ALIGN DURING USE.

THE FORK SPRING CLIPS MUST BE INSTALLED BETWEEN THE THROWOUT BEARING COLLAR FLANGES. IF THE CLIPS ARE INSTALLED ABOVE THE TOP FLANGE AS SHOWN BELOW, PROPER ADJUSTMENT CANNOT BE MADE.

CORRECT	INCORRECT
	

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IMPORTANT