

“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!

IMPORTANT

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 until 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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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

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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