

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**



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

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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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CENTERFORCE FLYWHEELS

ALL FLYWHEELS

All CENTERFORCE flywheels have a preservative on them to help prevent rust. We recommend that you use BRAKE CLEAN to remove all traces of the preservative prior to installing the clutch assembly.

Failure to do so may cause slippage and premature clutch failure

NOTE: Replacement of any Dual-Mass flywheel with a Single-Mass Flywheel may result in unwanted gear noise from the transmission.



CENTERFORCE
DUAL FRICTION



DYAD
QUALITY ENGINEERED MULTI DISC CLUTCH SYSTEMS



LMC
SERIES

CENTERFORCE
FLYWHEELS

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