IMPORTANT

YOUR NEW CENTERFORCE® CLUTCH ASSEMBLY AND FLYWHEEL HAVE BEEN DESIGNED TO BE USED WITH LOCATING DOWEL PINS.

THE ALIGNMENT DOWEL PINS ARE USED TO PROPERLY LOCATE THE PRESSURE PLATE TO THE FLYWHEEL FOR BALANCE PURPOSES AS WELL AS TO ADD PRESSURE PLATE TO FLYWHEEL SHEAR STRENGTH. THE ALIGNMENT DOWEL PINS SHOULD ALWAYS BE REPLACED IF THEY ARE DAMAGED, BROKEN OFF, OR MISSING FROM THE FLYWHEEL.

FAILURE TO INSTALL OR REPLACE THE DOWEL PINS AS REQUIRED MAY RESULT IN CLUTCH VIBRATION, IMPROPER CLUTCH OPERATION, AND POSSIBLE CLUTCH FAILURE WHICH MAY VOID THE WARRANTY!

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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Attention Jeep Owners!

Diagnosing possible causes of clutch noise: Squeaky clutch fork, bad bearing retainer collar and/or damaged throw out bearing clips

Inspect your transmission bearing retainer collar prior to installing your new clutch assembly. A worn bearing retainer collar will cause excessive wear to the diaphragm fingers of your pressure plate, heavy clutch pedal effort, squeaky clutch pedal and premature throw out bearing failure. To help prevent this from occurring ensure you have sufficient grease applied to the bearing retainer collar and fill the grease grove in your new throw out bearing.

Inspect your clutch fork for wear. A worn clutch fork will allow the throw out bearing to move side to side within the clutch fork causing noise. Your clutch fork should hold the throw out bearing securely in place.

Inspect the throw out bearing retainer clips when attaching to the clutch fork. Make sure the clips are not bent upward away from the throw out bearing ears/ tabs. If the clips are bent, the clips will not secure the throw out bearing properly to the clutch fork allowing the throw out bearing to move freely causing noise.

Inspect your pivot ball for any signs of wear. A worn pivot ball will allow the clutch fork to move freely on the pivot ball which could result in noise.

Replace all worn parts as needed.

Should you have questions or require further information, please contact our Tech Line at: (928) 771-8422

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IMPORTANT

Bearing Retainer Collar

Worn

Pivot Ball

New

Worn

Throw Out Bearing

Correct

New

Incorrect

Worn

Clutch Fork

New

Worn

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IMPORTANT

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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

CENTERFORCE® THE PERFORMANCE CLUTCH®

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This bearing is a O.E.M. self aligning design

NOTICE:

Bearing may appear to be off-center, however this is part of the feature, and will center during use

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