

IMPORTANT



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 Address: _____

Full Name: _____ Date Purchased: _____

Street Address: _____ Part #: _____

City: _____ Current SFI #: _____

State: _____

Zip: _____

Country: _____

Phone: _____

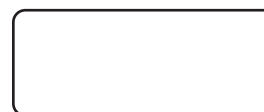
Note: A copy of your receipt/proof of purchase is required to obtain an updated SFI Activation Date and SFI Number.

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

New SFI #: _____

Date Certified: _____

Certified 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.



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

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