



Before installation – special notes on Camaro V6 install

This unit is designed to work with the factory hydraulic release slave cylinder. **Please see 'understanding factory hydraulics'.**

Test fit both discs on the input shaft of the transmission. Make sure they slide freely on the splines.

Clutch installation

Remove the 6 pressure plate attachment bolts from the flywheel. Notice the proper orientation of the pressure plate on the flywheel. Be sure the unit is installed this way. Lift the cover from the flywheel. The top disc is a sprung hub configuration. After removing the sprung hub disc you will see the floater plate.

The floater plate drives off of the three straps mounted to the flywheel, which are bolted in position. This is how the floater should fit when installing the unit in the car.

Remove the three 5/16-18 capscrews and lift the floater plate out of the assembly. The sprung hub bottom disc can now be removed. **NOTE THAT THE BOTTOM DISC INSTALLS WITH THE SPRUNG HUB FACING DOWN AND THAT A RECESS IS MACHINED IN THE HUB ON THE FLYWHEEL SIDE (see image 2).**

Install the flywheel loctite or similar thread locker on the flywheel bolts. Torque the flywheel bolts to 75-85 ft/lbs.

Slip the top clutch disc (sprung hub disc) onto the clutch alignment shaft followed by the floater plate and bottom sprung hub clutch disc (sprung side down). **Be sure the floater plate side that has the machined outer lip is facing the transmission** (i.e. the completely flat side towards the flywheel).

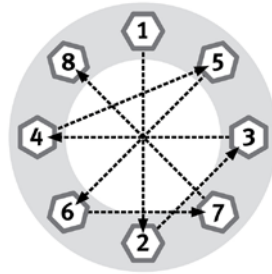
Slide the clutch alignment tool into the pilot bushing while positioning the floater plate over the drive lugs. The three retaining straps should line up with the three 5/16-18 holes on the flywheel surface.

Install the three 5/16-18 capscrews through the strap into the flywheel (note: the straps should line up without any repositioning). Use a threadlocker on the capscrews and torque to 22 ft/lbs.

At this point make sure the floater plate should have a slight gap .025-.030" between the friction surface and the bottom disc.

Place the pressure plate over the stand bolts and **torque the cover nuts, tightening them in a star pattern as shown below so that the diaphragm is pulled down evenly.** Be sure the cover drive straps are **staggered with the floater straps** and that each stand has its shims between the cover and the stand.

COVER TORQUING SEQUENCE



STEP 1 – snug nuts down in a star pattern to 10 ft/lbs. **STEP 2** – repeat star pattern tightening the nuts to 18 ft/lbs. **STEP 3** – repeat star pattern tightening nuts to 25 ft/lbs. **STEP 4** – repeat star pattern tightening nuts to 30 ft/lbs. **NEVER USE POWER TOOLS TO PERFORM THIS PROCESS OR DAMAGE TO THE DIAPHRAGM CAN OCCUR.**

The bellhousing and transmission can now be reinstalled. Be very careful not to let the transmission hang on the clutch disc spline during reassembly as this may bend the clutch disc carrier, which will cause release problems. **THIS IS CRITICAL!**

IMPORTANT NOTICES

PROPER FLYWHEEL BOLT TORQUE IS CRITICAL WHEN INSTALLING YOUR RAM STREET DUAL CLUTCH SYSTEM. RAM STRONGLY RECOMMENDS AFTERMARKET FLYWHEEL BOLTS FOR YOUR APPLICATION.

7/16" BOLTS – 85 FT/LBS. 1/2" BOLTS – 135 FT/LBS. 10mm BOLTS – 65-70 FT/LBS. 11mm BOLTS – 80-85 FT/LBS.

USE A HIGH QUALITY AFTERMARKET BOLT SET AND RED LOCTITE ON THE THREADS. **GO THROUGH THE TORQUE SEQUENCE 3 TIMES. RAM FLYWHEEL BOLT SET PART NUMBERS:**

7/16 X 1 PN 575 1/2 X 1 (8 BOLT) PN 596 10mm – 1 x 1 (4.6L Ford Modular 6 bolt) PN 529 10mm – 1 – 1 (Ford modular 8 bolt) 11mm – 1.5 x .880 (LS1) PN 528

Technical help

Please visit our website www.ramclutches.com for technical or product information.