

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!



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

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2005-10 FORD MUSTANG, GT, COBRA & SHELBY

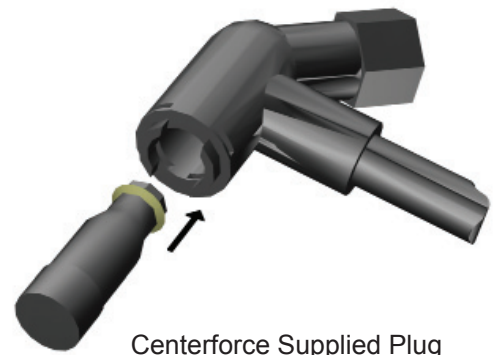
Hydraulic Clutch System Instructions:

You will need the following before starting:

- New Ford Release Bearing and Slave Cylinder assembly.
- 12 oz. Motorcraft DOT 3, High-Performance clutch/brake fluid.
- A hand-type vacuum pump and rubber seal or plug.

IMPORTANT: When changing your clutch the hydraulic release system must be serviced in the following manner:

- DO NOT depress the clutch pedal while the hydraulic clutch lines are disconnected. We recommend that you place a suitable spacer (IE; block of wood or rolled towel) under the clutch pedal to keep the pedal in its most upward position and to prevent any movement during the clutch installation process.
- Replace your hydraulic slave cylinder and release bearing as a matched set. Use only a new Original Equipment clutch release bearing and slave cylinder available from your local Ford Dealer.
- Important note: once the hydraulic line has been disconnected from the old Slave Cylinder assembly at the transmission bellhousing, the clutch line will continue to leak fluid – **have ready the enclosed black plastic plug to temporarily stop the fluid flow during the clutch installation process.**
- The 2005-09 Ford Mustang clutch fluid reservoir is shared with the brake reservoir – use only Ford Motorcraft approved DOT 3, High-Performance fluid when servicing your hydraulic clutch or brake system. The use of any other fluid may cause clutch and/or brake problems!
- Upon re-installation of your transmission, make sure all of the clutch hydraulic lines and bleed screws (when applicable) are correctly seated and tight.
- Make sure the clutch pedal is in the most upward position.
- Remove reservoir cap and fill the brake/clutch reservoir with the specified fluid to the MAX mark.
- In order to properly bleed this hydraulic system, you must use a hand-type vacuum pump available from most auto parts stores or specialty tool stores.
- Use a round rubber stopper (50mm in diameter) or suitable flat rubber cap to seal against the fluid reservoir opening – either type of seal requires a hole in the center in which the vacuum will be applied.
- Holding the vacuum cap seal in place on the reservoir, operate the vacuum pump to draw 20 inches of vacuum. Hold this vacuum for one minute then, quickly relieve the vacuum.
- Check and fill the brake/clutch reservoir with the specified fluid to the MAX mark as needed. Install the reservoir cap.
- Depress and release the clutch pedal 10 to 15 times.



Repeat Steps 6 through 12 two additional times or until the clutch pedal effort is consistent and

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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



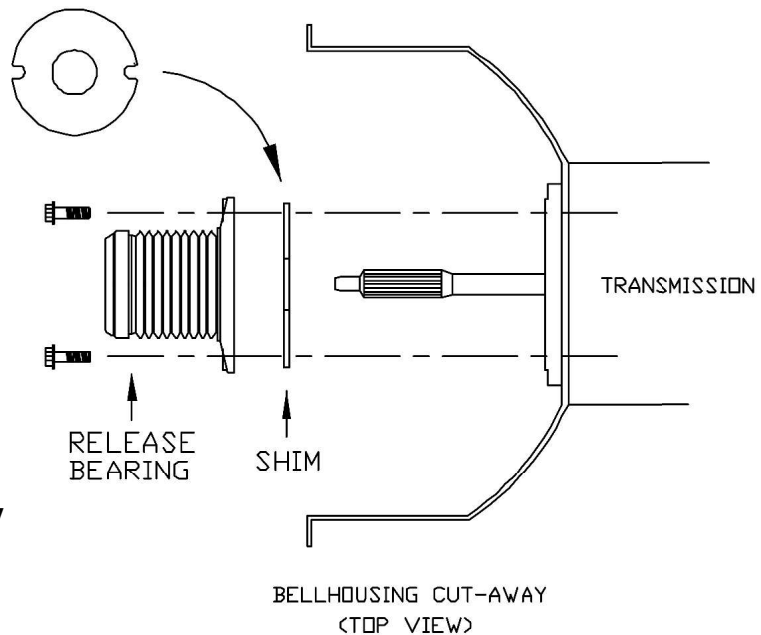
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2005-17 Ford Mustang 4.6L, 5.0L, 5.4L & 5.8L Hydraulic Release Bearing Shim

On 2005-17 Ford Mustang 4.6L, 5.0L, 5.4L & 5.8L applications, the enclosed Release Bearing Spacer MUST be installed between the hydraulic slave/ bearing assembly and transmission bellhousing as shown:

Note: Your new Centerforce clutch requires only one spacer. Should your vehicle have any type of spacer, please discard and use only the included spacer from Centerforce.



Centerforce recommends installing a new Ford Release Bearing/Slave assembly each time a new clutch is installed.

NOTE: you may re-use the Original Equipment Bearing/Slave bolts (tighten to 8 – 10 ft/lbs. 2 places) with the new Bearing/Slave assembly and Centerforce shim.

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



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10mm Pressure Plate Bolts

Centerforce does not require you to use any type of thread locking compound for the Pressure Plate bolts. If you decide to use a thread locker compound on the Pressure Plate bolts, just one SINGLE drop is adequate.

DO NOT use a washer with this pressure plate bolt.

Tighten all bolts evenly, ¼ turn at a time in a crisscross pattern until pressure plate is completely drawn-up to the flywheel.

Final torque to: 47 - 52 ft/lbs.

Note: These specifications apply only to the fasteners supplied by Centerforce.

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