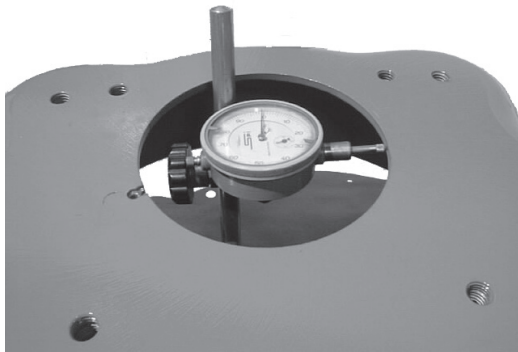


IMPORTANT

Dodge Trucks with the NV4500 Transmission 5.9L Turbo Diesels & 8.0L V-10 Engines BELLHOUSING ALIGNMENT INSTRUCTIONS

BELLHOUSING ALIGNMENT IS CRUCIAL FOR PROPER CLUTCH FUNCTION AND RELIABILITY OF THE RELATED COMPONENTS. DUE TO MANUFACTURING TOLERANCES OF ENGINE BLOCKS AND BELLHOUSINGS, IT IS POSSIBLE FOR THE TRANSMISSION CENTERLINE AND CRANKSHAFT CENTERLINE TO BE MISALIGNED. THE RESULT OF THIS MISALIGNMENT MAY BE HARD SHIFTING, PILOT BEARING WEAR, TRANSMISSION MAIN SHAFT BEARING WEAR AND FAILURE OF CLUTCH DISC HUB.



FIRST CHECK BELLHOUSING FOR BORE CONCENTRICITY. INSTALL MAGNETIC BASE TO FLYWHEEL OR PRESSURE PLATE, THEN INSTALL THE INDICATOR TO MEASURE THE BELLHOUSING BORE (SHOWN ABOVE). ROTATE THE CRANKSHAFT AND MARK DOWN THE INDICATOR READINGS (MARKING THE BELLHOUSING WORKS WELL). THE MAXIMUM OUT OF CONCENTRICITY IS .005".



NEXT, THE BELLHOUSING FACE SHOULD BE CHECKED FOR PARALLELISM TO THE BACK OF THE BLOCK. INSTALL THE INDICATOR (AS SHOWN ABOVE). ROTATE THE CRANKSHAFT AND MARK DOWN THE READINGS (BE SURE TO PUSH THE CRANKSHAFT AGAINST THRUST BEARING FOR ACCURATE MEASUREMENT). THE MAXIMUM OUT OF PARALLELISM IS .002"

NOTE: INSPECT BLOCK SURFACE AND BELLHOUSING FOR DENTS, BURRS, PAINT, DEBRIS, ETC. BEFORE INSTALLING AND CHECKING BELLHOUSING ALIGNMENT.



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CONTINUED ON THE BACK SIDE

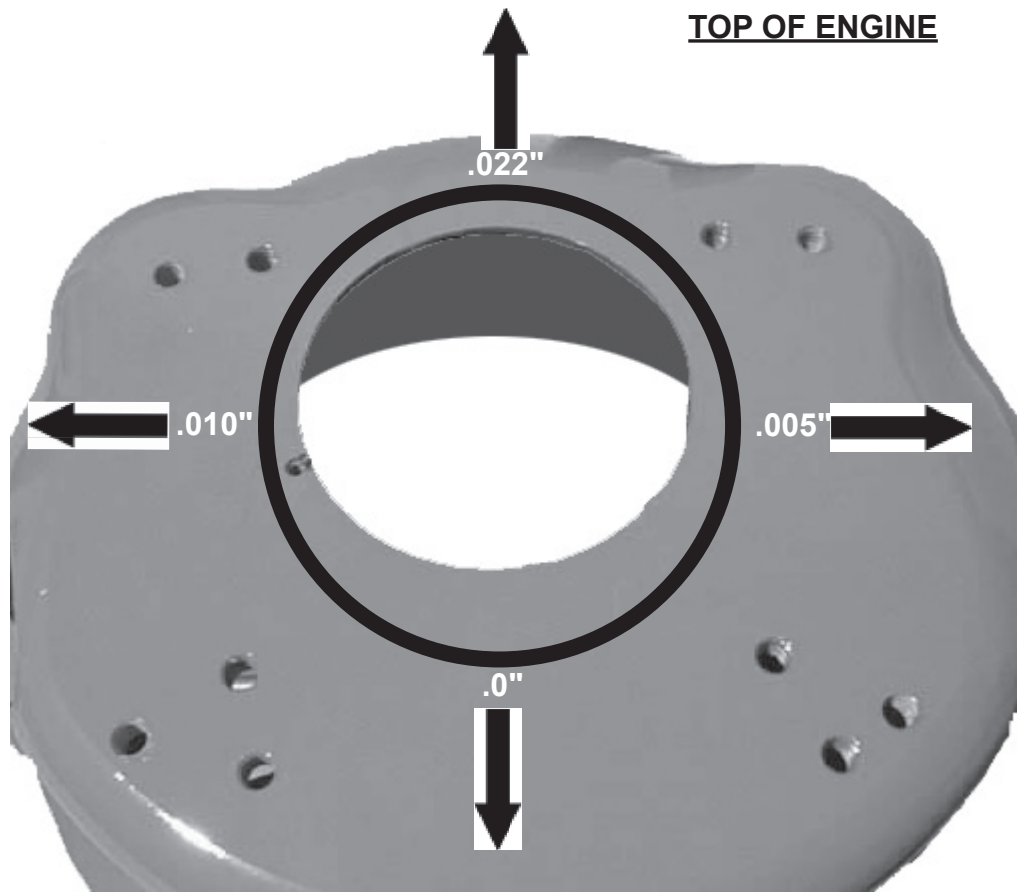
CONTINUED

TO CORRECT OFF-CENTER CONDITION, SELECT THE OFFSET DOWEL PIN PAIR THAT IS CLOSEST TO ONE-HALF OF THE INDICATOR READING (I.E., IF READING IS .016", 1/2R=.008" USE .007" DOWELS. IF READING IS .024", 1/2R=.012" USE .014 DOWELS).

NOTE: OFFSET DOWELS AVAILABLE FOR GAS ENGINES ONLY, DIESEL ENGINES MAY REQUIRE REPLACEMENT OF BELLHOUSING OR TRANSMISSION ADAPTER PLATE.

EXAMPLE

THE BELLHOUSING WAS OFFSET TOWARD TOP OF ENGINE AND SLIGHTLY TO THE LEFT (AS VIEWED FROM BEHIND). TO ALIGN THE BELLHOUSING, INSTALL TWO .014" OFFSET DOWEL PINS WITH THE MAXIMUM OFFSET POSITIONED ROUGHLY AT THE 5 O'CLOCK POSITION.



OFFSET DOWEL PIN CHART

TOTAL INDICATOR READING	ONE HALF TOTAL INDICATOR READING	SIZE DOWEL TO BE USED
.012" TO .020"	.006" TO .010"	.007"
.022" TO .034"	.011" TO .017"	.014"
.036" TO .052"	.018" TO .026"	.021"

CHRYSLER
LAKWOOD

.007 - 15950 / .014 - 15960 / .021 - 15970

IMPORTANT

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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IMPORTANT

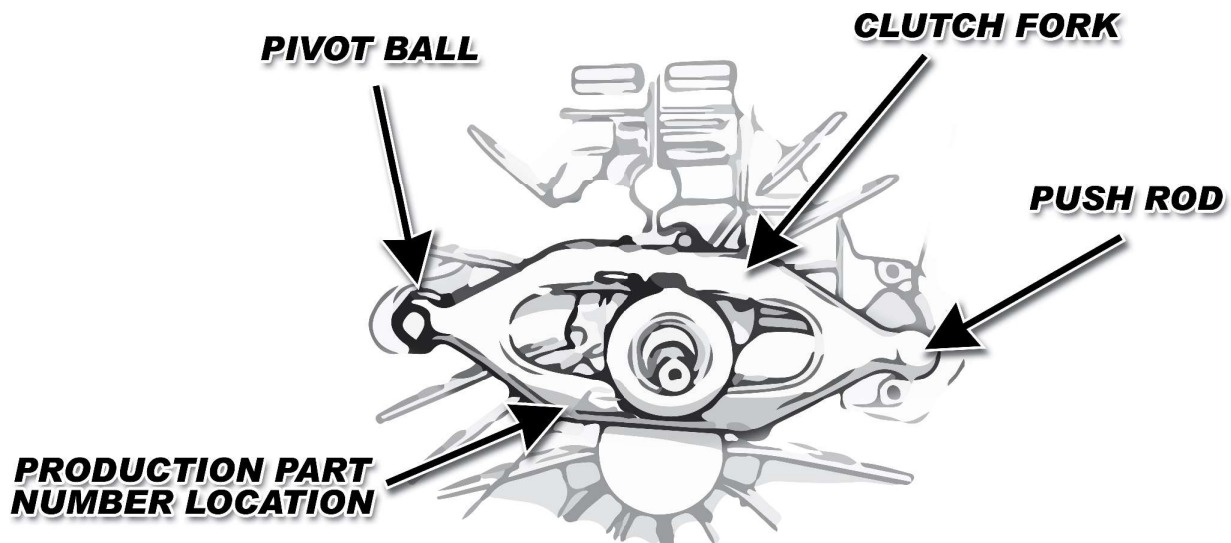
Dodge Trucks

When converting 1988-93 diesel trucks from the OEM 13" clutch to Centerforce® P/N DF989966 or 315989966, use the supplied pressure plate mounting hardware.

On 1994-04, diesel trucks reuse the stock pressure plate bolts.

Note: 5.9L/6.7L Cummins Turbo diesel & 8.0L gas trucks. When servicing the release fork, be sure to install the clutch release fork properly. To ensure proper installation, the clutch fork production part number should be near the pivot ball (see diagram).

Failure to properly install the clutch release fork may cause a growling sound coming through the clutch pedal when depressed.



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IMPORTANT

IMPORTANT

Dodge Truck Clutch Sets

Intermittent transmission issues are known to exist on some Dodge trucks. Hard shifting may occur from Neutral to 1st, 2nd or reverse gears. This is primarily due to the large diameter and heavy-duty nature of the transmission and clutch components. Normal operation calls for a 3 to 4 second "spin down time" in which the clutch pedal needs to be depressed and held before attempting to shift the transmission out of Neutral and into gear. This spin down time is NOT usually necessary when the vehicle is in motion (shifting from gear to gear). In order to minimize this hard shifting issue, we recommend customers to check/do following during the clutch change procedure:

1. Always install a new release bearing and new pilot bearing.
2. Properly resurface or replace the flywheel.
3. Check the transmission input shaft spline and pilot bearing surfaces – replace the input shaft if it is questionable.
4. Check the transmission input shaft for excessive "play" or wobble – this could signal a worn input shaft bearing.
5. Inspect the transmission release bearing collar, release bearing arm and pivot ball stud. Replace any questionable items.
6. Use only O.E. approved transmission and hydraulic clutch fluid.
7. Follow all other Centerforce supplied tech sheets and suggested procedures.

Also, please be advised; when upgrading from an O.E. Dual-Mass type flywheel and/or to a heavy-duty clutch set, it is not uncommon to experience increased transmission gear rattle (or "roll over noise") when idling in Neutral.



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IMPORTANT