IMPORTANT

DYAD DS Installation:

Your new DYAD DS Twin Disc clutch set is like no other high-performance clutch on the market. Take a moment to read the following instructions. Also, see the enclosed component diagram to familiarize yourself with the various unique parts of your new DYAD DS clutch system. Lastly, find your enclosed clutch specification card. Please keep this and all DYAD DS clutch related paper work in a safe place for future reference.

Note that your new DYAD DS twin disc clutch assembly has already been precision balanced. See the enclosed specification card for the exact balance results. During final assembly be sure the corresponding pressure plate, floater and flywheel balance markings (located on the outer diameter of the clutch assembly) are all in alignment.

Although an SFI approved aftermarket bellhousing is recommended, your DYAD DS Twin Disc clutch has been designed to work in conjunction with most factory O.E. bellhousings and clutch release mechanisms without modification. However, installing a new clutch release bearing is always recommended during every new clutch install.

Please be aware that vehicles with **HYDRAULIC** clutch release systems **MAY HAVE** an aftermarket shim or spacer installed between the release bearing and transmission – **PLEASE CHECK**! Your DYAD DS clutch system **WILL NOT WORK** in conjunction with **ANY** aftermarket shim or spacer between the release bearing and transmission.

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1. Carefully unpack your DYAD DS twin disc clutch system. Your new clutch assembly has been shipped from the factory exactly as it should be installed in your vehicle. Remove the pressure plate assembly from the flywheel and take careful note of the placement of each component.
2. Please take special care of the three anti-rattle pins located on the outer diameter of the clutch floater, facing toward the flywheel (see component diagram). Use caution and DO NOT bend or alter these pins.
3. Also, please take note of the six spacers located on the pressure plate studs between the clutch pressure plate and flywheel. Please be sure these spacers remain in place exactly as they were shipped.
4. Install the new clutch pilot bearing supplied (where applicable).
5. Install the flywheel to your engine; USE ONLY the flywheel to crankshaft bolts supplied with this clutch assembly. Torque the flywheel to crankshaft bolts to the supplied specifications.
6. Install the drive disc as marked ("Flywheel Side" decal toward the flywheel). Note: the six disc drive pins will face toward the transmission. Hold the drive disc in place and align with the enclosed disc alignment tool. Keep the disc alignment tool centered and in place until the clutch Pressure Plate is fully bolted to the flywheel.
7. Be sure to align the balance index mark on the floater to the balance index mark on the flywheel then, install the floater over the three floater drive spools located within the flywheel. The floater ant-rattle pins will locate within the flywheel slots, 3 places. Note: the floater drive spools are secured to the flywheel with threadlocking compound and have been pre-torqued to the flywheel from the factory. Please do not remove or further tighten the three socket head (Allen head) bolts retaining the floater drive spools.
8. Install the floating disc as marked ("Floater Side" decal toward the floater) and engage over the six drive pins from the drive disc.
9. During assembly, be sure to align the balance index mark on the pressure plate to the balance marks on the flywheel/ floater.
10. Install the clutch pressure plate over the pressure plate studs located within the flywheel. (Note: the clutch pressure plate studs are secured to the flywheel with threadlocking compound from the factory. Please do not remove or further tighten the six clutch pressure plate studs).
11. Threadlocking compound may be used to secure the pressure plate nuts to the flywheel studs if so desired. If using threadlocker on the pressure plate nuts, use only a SMALL amount of MEDIUM (blue) threadlocking compound. Tighten all six pressure plate nuts, ¼ turn at a time in a criss-cross pattern until the pressure plate is completely drawn-up to the spacers against the flywheel. Torque all six nuts to 35 – 38 ft/lbs.
12. Remove the disc alignment tool and install the transmission.

"NOTE"

Should you have questions or if you require further information in regards to your new Centerforce DYAD clutch system please contact our tech line below.