

Do's and Don'ts

Do's

- **Ensure a Safe, Clean work environment ... Safety FIRST ... Cleanliness Second.**
- **Use the correct tools for the job!!!** (you CANNOT install a clutch with a screwdriver, a hammer and an adjustable wrench ... trust me on this one)
- **Have a helper that can assist you if at all possible.** (4 hands are always better than 2 especially when 'Stabbing' the transmission back in.)
- **Check the Pivot Ball and Fork for wear while the transmission is out.** (The nylon part of the pivot ball should be ROUND, not pointed or flat, this is a \$6 part from your local Dodge Dealer Part # 82057542. The Fork should be cleaned and inspected for wear especially where the pivot ball and slave cylinder rod contact the fork ... Dodge Part# 82057515 around \$40)
- **Use a Torque Wrench to tighten Flywheel and Pressure Plate bolts.** (Flywheel 110Ft Lbs, Pressure Plate 25-30Ft Lbs)
- **Clean the Input Shaft Retainer and Input Shaft.** (Especially check these for wear, ridges or grooving where the Release and Pilot bearings have been running on them ... A scored input shaft can destroy a new pilot bearing within a few hundred miles, a grooved Retainer can cause the release bearing to bind thus giving release and engagement problems)
- **Clean the Flywheel and Friction surface of the Pressure Plate with Brake Cleaner.** (We coat our flywheels and pressure plates with an 'anti-rust' coating and although they look clean you need to get this oily film off before installing the clutch).
- **Use a SMALL amount of grease inside the Release Bearing Collar.** (Apply a small amount to the inside of the Release bearing where it will slide back and forth on the Retainer. **DO NOT** put grease on the splines of the Input Shaft).
- **Check the Rear Main Seal for leaks.** (While you have the transmission off you may as well check this and replace if excessive oil is leaking out).
- **Use Loctite or some form of Thread Locker on Flywheel Bolts.** (We use the RED but even the BLUE is better than none).

Do Not's

- **Bend, Flex, Twist, Distort or Drop the Clutch Disc.** (The Clutch Disc itself MUST be flat to operate correctly and when I say flat I mean within 0.0020 of an inch, anymore distortion than this and you WILL have release problems).
- **Get Grease, Oil, Solvents on the Friction Surfaces of the Disc.** (This will lead to Grabby or Chatterly clutch engagement).
- **Peel the Flywheel / Pressure Plate Stickers off until you are ready to install the disc.** (Yes we all get ahead of ourselves sometimes or have over zealous helpers, check it twice before you put it in, typically the 'Long' side of the Hub faces the Pressure Plate on single disc clutches).
- **Grease the Input Shaft!!!** (Grease and Oil is a Clutch's worst enemy, any grease or oil on the input shaft will 'Fling' itself onto the clutch disc when the truck is started up and running and work its way to the friction material, after some time your nice smooth clutch will become a grabby clutch ... again trust me on this, I see this more than you think).
- **Loose the Retaining Clip that holds the Fork to the Pivot Ball.** ('Stabbing' a Transmission is hard enough, but to get it all in and bolted up only to find the Fork has come off the pivot ball is enough to add more four letter words to the already extensive English vocabulary, make sure the fork is securely attached to the pivot ball).
- **Let the transmission Drop suddenly while attempting to 'Stab' it.** (This can cause serious damage to the Pilot Bearing and warp the clutch Disc).
- **Use Excessive Force or use the Bell housing bolts to get the transmission into place.** (When installing the transmission into the clutch assembly it should slide in ... alignment is critical, there should be an even amount of gap around the entire bell housing for it to slide in, you may also have to get the input shaft to turn slightly to align the splines, having to use excessive force means something is not right ... STOP .. check and recheck, take a 5 min break and come back to it ... remember it should slide in).
- **Install a new clutch to a flywheel that is not new, or has not been resurfaced.** (Not only will this void your warranty, it WILL lead to clutch slippage and premature failure no matter how good it looks ... get it resurfaced).
- **Install the Factory Dodge Pilot bearing with the Yellow Seal facing to engine.** (Some Pilots have two seals, some only have one, and the seal MUST face the transmission side of the flywheel).