IMPORTANT!

EARLY VEHICLES with MECHANCAL CLUTCH LINKAGE
may require a physical clutch pedal stop
to prevent over travel of the clutch pressure plate.

Most diaphragm clutch pressure plates require between 5/16” to 7/16” of release bearing travel (once the bearing contacts the clutch fingers) for proper clutch release. This should produce a 0.025” to 0.035” air gap between the pressure plate and the friction disc. Depressing the clutch fingers more than 1/2" can result in clutch pressure plate damage. Centerforce cannot warranty any clutch pressure plate that exhibits signs of over-travel.

Inspect the components of your entire clutch linkage system – replace any component that shows signs of fatigue or wear. Be sure to properly lubricate all moving parts.

Centerforce recommends a minimum of 1/4" freeplay between the clutch release bearing and the clutch fingers. An external clutch return spring is required to hold the clutch release bearing away from the clutch pressure plate fingers when the clutch is fully engaged. Clutch freeplay will diminish and should be re-adjusted and maintained over time as the clutch wears. At no time should the clutch release/engagement point be at or near the top of the clutch pedal travel. This indicates a misadjusted clutch linkage and possible release bearing pre-load condition (release bearing riding on the clutch fingers). Clutch slippage and/or failure can occur very quickly under release bearing pre-load conditions. Centerforce cannot warranty any clutch pressure plate that exhibits signs of release bearing pre-load.

Depending on personal preference, proper clutch engagement point should be a third to half the clutch pedal travel up from the floorboard.

Vehicles originally equipped with a 3 finger (coil spring type) clutch may have an under dash “helper” spring. When converting to a diaphragm type clutch, the under dash helper spring may need to be disabled in order to prevent the clutch pedal from “sticking” to the floor.