



RAM Force 10.5, 9.5 QUICK START GUIDE

RAM strongly recommends completely reading the Force 10.5 or 9.5 installation instruction sheet PRIOR to beginning your clutch install. The following items are CRITICAL to a successful install of this clutch system. Take your time and do it right the first time!

DO NOT USE POWER OR AIR TOOLS ON THIS INSTALLATION!

FLYWHEEL INSTALLATION – Make sure the stands and shims are in place as the clutch was received. Putting the nuts on the stands will keep these in place during installation. Make sure to use Loctite on the flywheel bolts and do NOT use star washers. Torque the flywheel in place – 85 ft/lbs for 7/16” bolts.

CLUTCH DISCS – Slide both discs onto the input shaft to be certain they slide freely and there are no burrs on the input shaft.

BOTTOM DISC – Make sure the bottom disc is installed with the flange (larger diameter) side of the hub facing the transmission. Mounting the disc backward will result in contact between the hub and flywheel bolts (see fig. 1).

FLOATER PLATE – When installing the floater plate, tighten the strap bolts to 18-20 ft/lbs with some loctite on the threads.

COVER – Cover must be installed with the alignment marks matching the flywheel. When installed, the cover straps will be ALIGNED.

STAND NUT TORQUE –Torque the stand nuts to 30 ft/lbs.

TRANSMISSION/TORQUE TUBE INSTALL – Make sure to properly support the transmission or torque tube on reinstall. Excessive rocking of the transmission or using the bolts to pull the transmission in WILL bend the clutch discs and cause non-release.

HYDRAULIC RELEASE MECHANISMS – Internal hydraulics require extensive bleeding for proper operation. Use the hydraulic bearing preload diagram on the back of this page to make sure you have the bearing set up properly in the car. RAM offers aftermarket hydraulic bearings with increased travel should you have difficulty making the factory hydraulics work.

HYDRAULIC BEARING MEASUREMENTS – Vehicles utilizing internal slave cylinders require preload measuring to insure proper release and allow room for the clutch to wear over time. Use the bearing setup worksheet on the back of this guide to determine these measurements.

IMPORTANT TECHNICAL NOTE:

The 2010 GT500 uses a different slave release bearing and clutch than the 06-09 models. This one is shorter and has maximum travel of .880”. In order for our dual disc built at 3.300 – 3.400 to work with this car, the customer must install a 1/2 inch bearing spacer to achieve .530-.550 bearing preload. Without it there is NO preload and the bearing will damage itself if the install and bleed is attempted without verifying measurements.