

RAM Force 10.5 clutch system Dodge Challenger Applications



Notice: Strap alignment

Alignment of the cover plate and floater plate are critical for proper operation of the RAM Street Dual. The pressure plate straps and floater plate straps must be oriented as in illustration below.



Before installation

Your RAM Street Dual includes a slave cylinder shim. **THIS SHIM MUST BE INSTALLED** between the slave cylinder and the transmission housing to achieve proper spacing.

Test fit both discs on the input shaft of the transmission. Make sure they slide freely on the splines.

If you are using an aftermarket bellhousing, it **MUST** be dial indicated to the engine before installing the clutch. These bellhousings typically are not centered and can cause release issues if not addressed.

Proper release bearing preloading is essential to operation of this clutch. You **MUST** use the setup drawing located on the back of the quick start guide to check this before finishing the install.

Clutch installation

Remove the pressure plate attachment nuts from the flywheel stand bolts (3/8" 12-point nuts). Notice the proper orientation as noted above. Be sure the unit is installed this way. Lift the cover from the flywheel. The top disc is a sprung hub configuration. After removing the sprung hub disc you will see the floater plate.

The floater plate drives off of the three stands mounted to the flywheel with straps, which are bolted in position. This is how the floater should fit when installing the unit in the car. Note: the pressure plate stands each have shims on top of them. Be sure they are in place when the unit is installed.

Remove the three 5/16-18 capscrews and lift the floater plate out of the assembly. The solid hub bottom disc can now be removed.

Install the flywheel loctite or similar thread locker on the flywheel bolts. Torque the flywheel bolts to 75-85 ft/lbs.

Slip the top clutch disc (sprung hub disc) onto the clutch alignment shaft followed by the floater plate and bottom clutch disc (solid hub). **Be sure the floater plate side that has the machined outer lip is facing the transmission** (i.e. the completely flat side towards the flywheel).

Slide the clutch alignment tool into the pilot bushing while positioning the floater plate over the drive lugs. The three retaining straps should line up with the three 5/16-18 holes/stands on the flywheel surface.

Install the three 5/16-18 capscrews through the strap into the flywheel (note: the straps should line up without any repositioning). Use a threadlocker on the capscrews.

At this point make sure the floater plate should have a slight gap between the friction surface and the bottom disc.

Place the pressure plate over the stand bolts and **torque the cover nuts to 30 ft/lbs, tightening them in a star pattern so that the diaphragm is pulled down evenly.** Be sure the cover drive straps are **aligned with the floater straps** and that each stand has its shims between the cover and the stand.

The bellhousing and transmission can now be reinstalled. Be very careful not to let the transmission hang on the clutch disc spline during reassembly as this may bend the clutch disc carrier, which will cause release problems. **THIS IS CRITICAL!**

Other modifications

RAM STRONGLY ADVISES THE USE OF A SAFETY BELLHOUSING WITH THE RAM STREET DUAL. If you have enough power to need a dual disc, you need this safety device!

When using a safety bellhousing, be sure to follow the manufacturers instructions for proper bellhousing alignment.

Technical help

Please visit our website www.ramclutches.com for technical or product information.

IMPORTANT NOTICE

PROPER FLYWHEEL BOLT TORQUE IS CRITICAL WHEN INSTALLING YOUR RAM STREET DUAL CLUTCH SYSTEM. RAM STRONGLY RECOMMENDS AFTERMARKET FLYWHEEL BOLTS FOR YOUR APPLICATION.

7/16" BOLTS – 85 FT/LBS.

½" BOLTS – 135 FT/LBS.

10mm BOLTS – 65-70 FT/LBS.

11mm BOLTS – 80-85 FT/LBS.

USE A HIGH QUALITY AFTERMARKET BOLT SET AND RED LOCTITE ON THE THREADS. **GO THROUGH THE TORQUE SEQUENCE 3 TIMES.**

RAM FLYWHEEL BOLT SET PART NUMBERS ARE:

7/16 X 1	PN 575
½ X 1 (6 BOLT)	PN 596-6
½ X 1 (8 BOLT)	PN 596
10mm – 1 x 1 (4.6L Ford)	PN 529
11mm – 1.5 x .880 (LS1)	PN 528