

dodson[®]

INSTALLATION INSTRUCTIONS

HALDEX CLUTCH

DMS-00-0077 REV 001

30 AUGUST 2023

**PREPARED BY: JAN PISL
DATE: 22JUN2023**

**RELEASED BY: J. HAMMOND
DATE: 30AUG2023** *JPH*

REVISION UPDATE NOTES:

The following table indicates the changes we have made in either the disassembly or assembly of the product you have received. All changes are indicated by a revision bar in the margin.

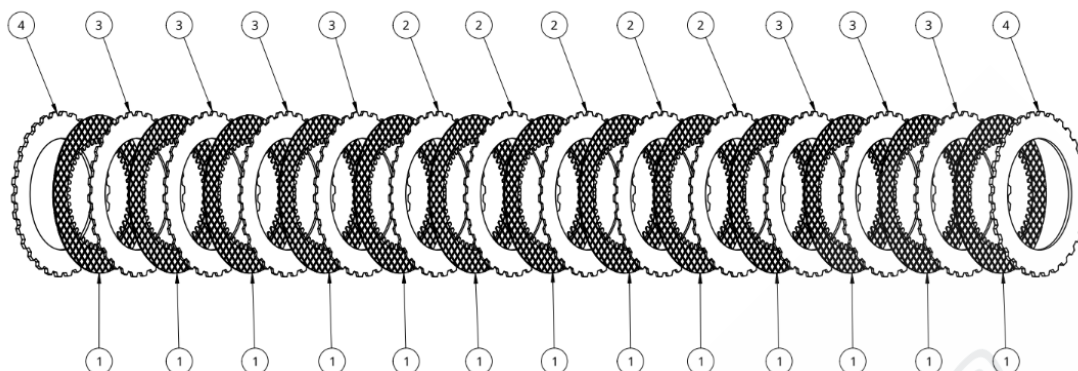
If you have any questions email us at technical@dodsonmotorsport.com

Revision	Date	Description
REV.001	22JUN2023	- Initial release.

IMPORTANT NOTE

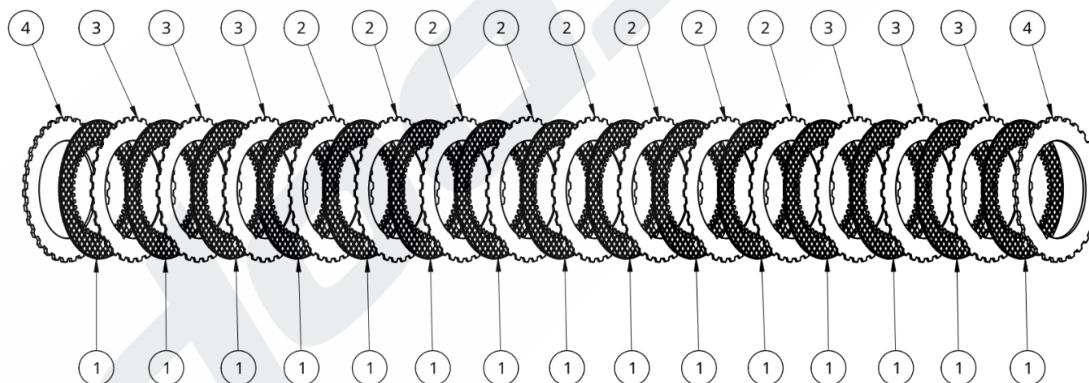
DODSON HALDEX CLUTCH IS MUCH MORE AGGRESSIVE THAN OE. FOR THIS REASON, FURTHER DRIVELINE COMPONENT UPGRADES (ie: PROPSHAFT DAMPER, CV JOINT etc.) AND/OR HALDEX CONTROL UNIT TUNING MAY BE REQUIRED TO ACHIEVE THE BEST PERFORMANCE AND TO REDUCE THE RISK OF DRIVELINE DAMAGE.

HALDEX CLUTCH 13-PLATE KIT CONTENTS (DMS-8514)



Item Number	Part Name	DMS Code	Qty
1	Friction Plate - 1.50mm	DMS-3947	13
2	Clutch Pack Steel - 1.40mm	DMS-4568	5
3	Clutch Pack Steel - 1.60mm	DMS-4569	7
4	Clutch Pack Steel - 2.50mm	DMS-4572	2

HALDEX CLUTCH 15-PLATE KIT CONTENTS (DMS-8513)



Item Number	Part Name	DMS Code	Qty
1	Friction Plate - 1.50mm	DMS-3947	15
2	Clutch Pack Steel - 1.00mm	DMS-4566	8
3	Clutch Pack Steel - 1.20mm	DMS-4567	6
4	Clutch Pack Steel - 2.50mm	DMS-4572	2

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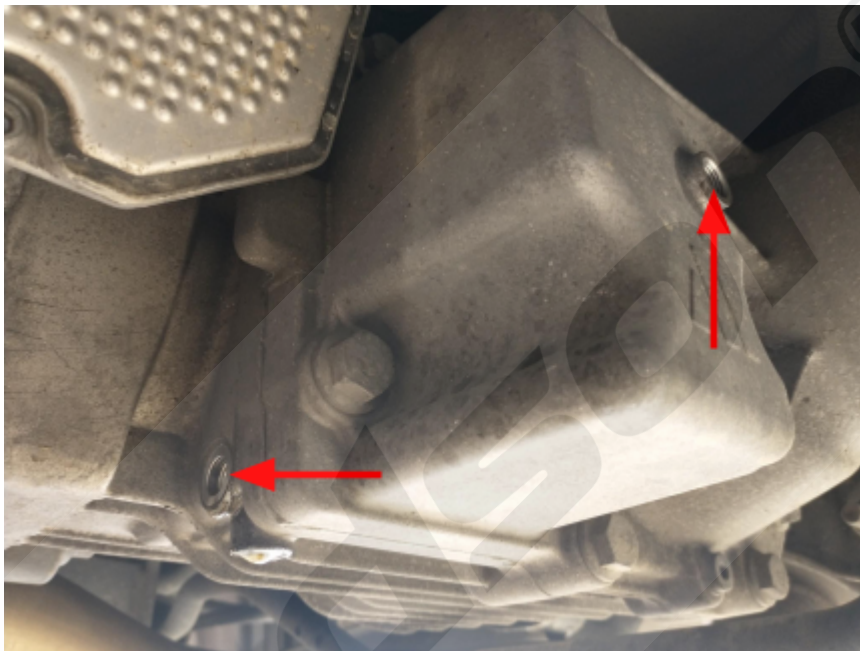
HALDEX CLUTCH KIT INSTALLATION INSTRUCTIONS DISASSEMBLY

STEP 1

Mark the Haldex input flange in respect to the propshaft flange and then disconnect the propshaft from the input flange. On some vehicles, the exhaust and the whole propshaft may need to be removed to allow this.

STEP 2

Remove the fill and drain plugs on the side of the Haldex unit.



STEP 3

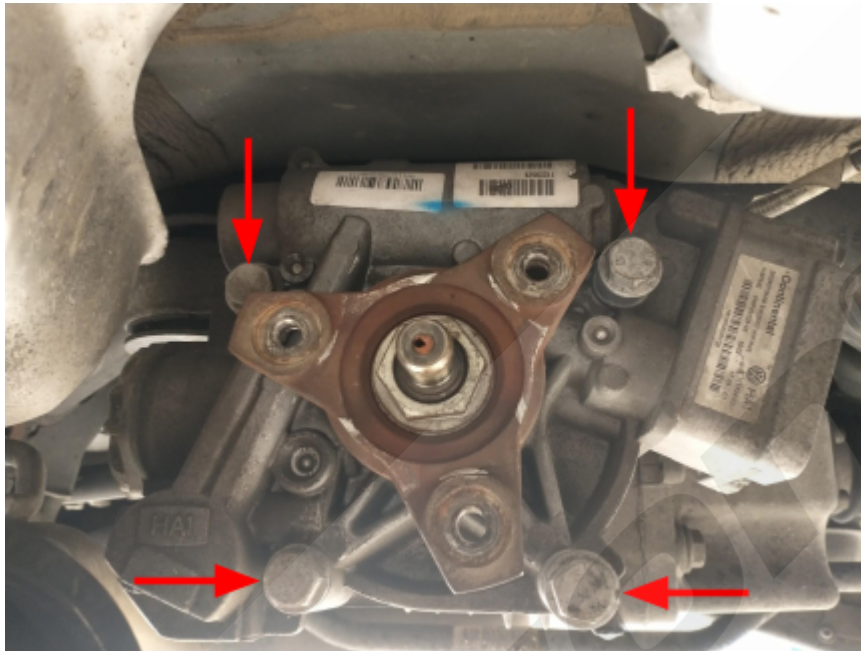
Disconnect the wiring loom from the Haldex control unit. This can be quite difficult and extra care needs to be taken not to damage the locking tab of the plug.



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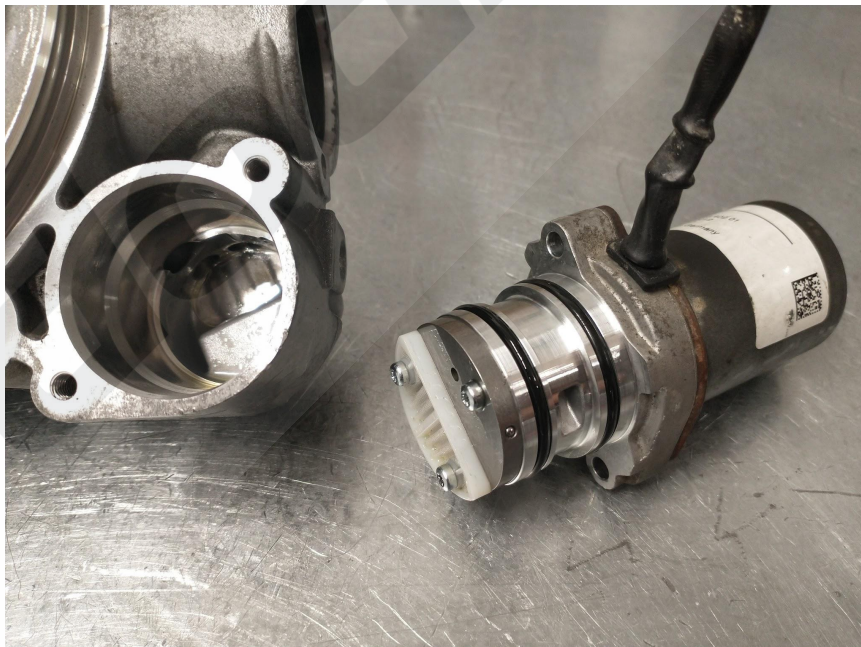
STEP 4

Loosen off the 4 bolts on the front of the unit, then carefully remove the whole unit from the rear differential. **NOTE:** More fluid will drain from the housing when the Haldex unit is removed.



STEP 5

Unless removed prior, disconnect and remove the Haldex pump. Ensure to clean the screen filter and the housing and also inspect the o-rings for any damage.

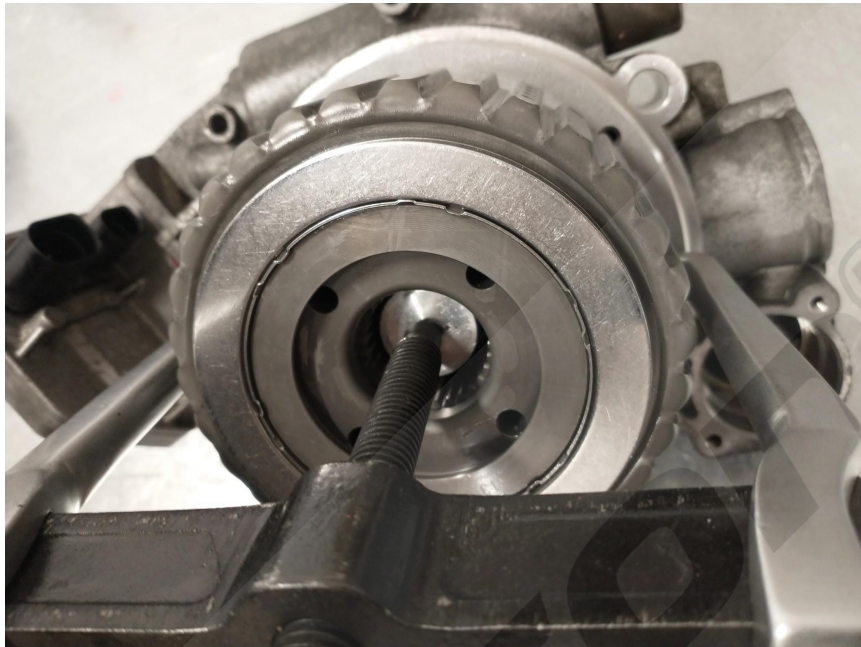


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STEP 6

Using a suitable spacer and bearing puller, remove the Haldex clutch basket.

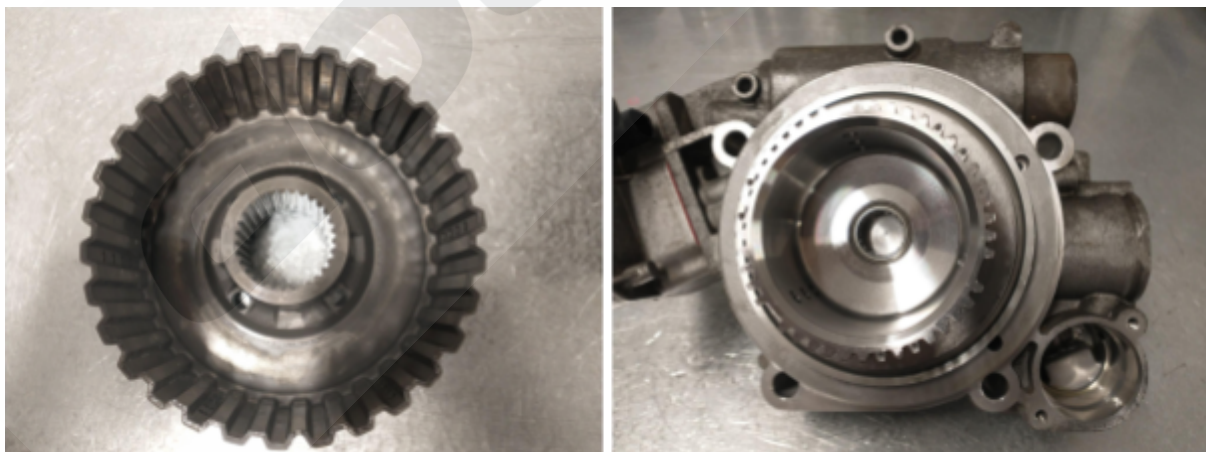
NOTE: This can be quite difficult due to the lock tabs and staking in the unit (shown in further steps).



STEP 7

With the basket removed, remove the OEM clutch pack.

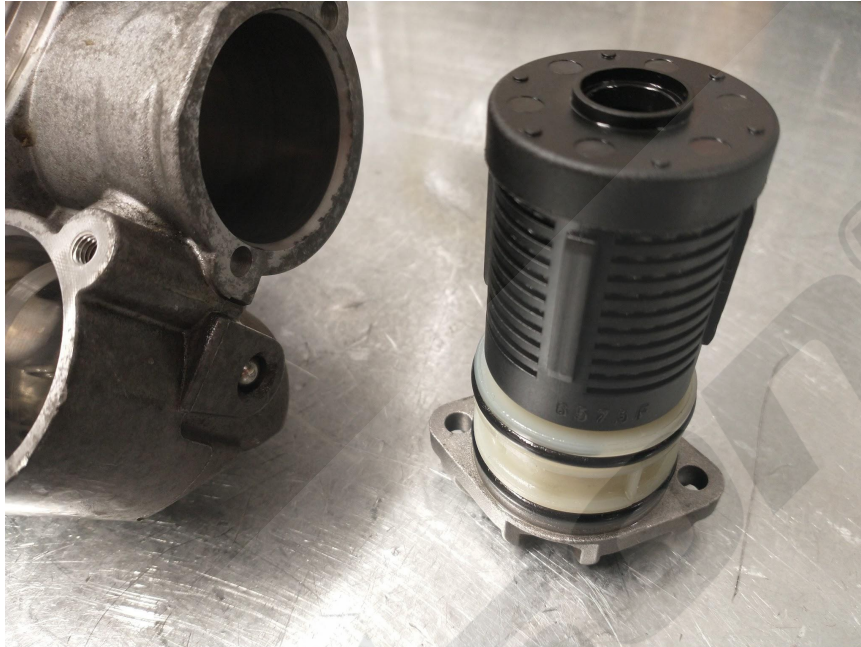
(The pack may stay either in the basket itself due to lock tabs or on the core due to the staking)



ASSEMBLY

STEP 1

Thoroughly clean all components. If the unit has a filter cartridge on the side of the housing, we recommend this to be replaced.



STEP 2

Straighten the lock tabs on the basket for easier reassembly, this can be done using suitable pliers.



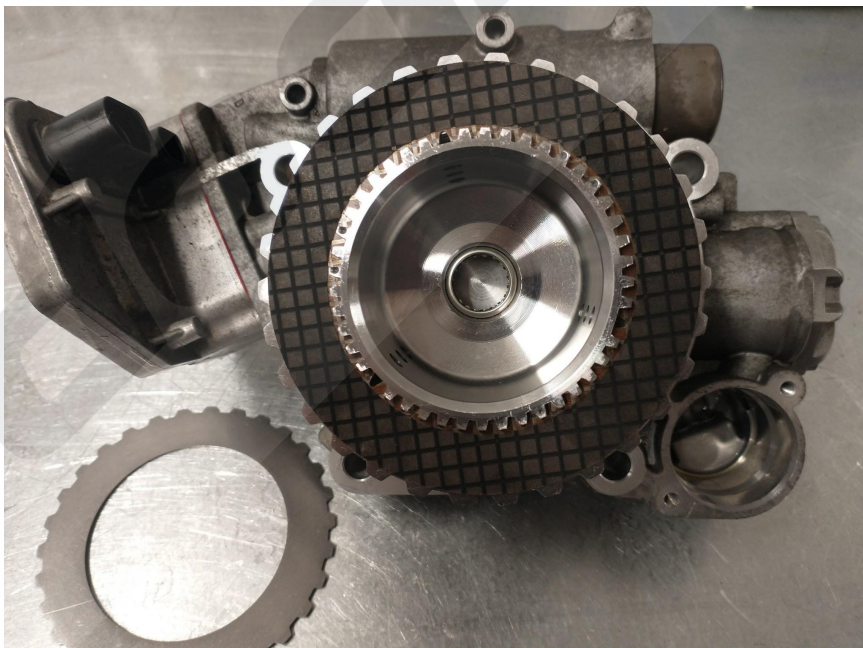
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STEP 3

File the core spline teeth in the area where the staking was, again for easier reassembly. Thoroughly clean any filings and debris.

**STEP 4**

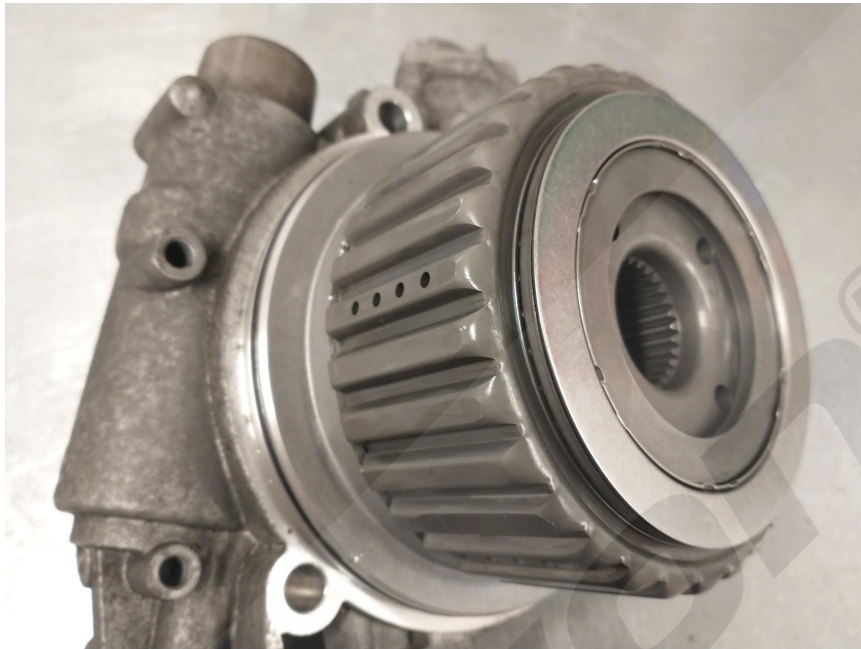
Install the Haldex clutch pack in the order as it was in the packaging. (The images on the contents list on **PAGE 3** can be helpful if the order of the steel plates has been mixed up)



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STEP 5

Line up all the teeth on the steel plates to allow for the basket to be installed. Ensure that the basket goes all the way down, covering the whole clutch pack.

**STEP 6**

Inspect and lube the o-ring on the housing prior to reassembly into the diff housing.



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STEP 7

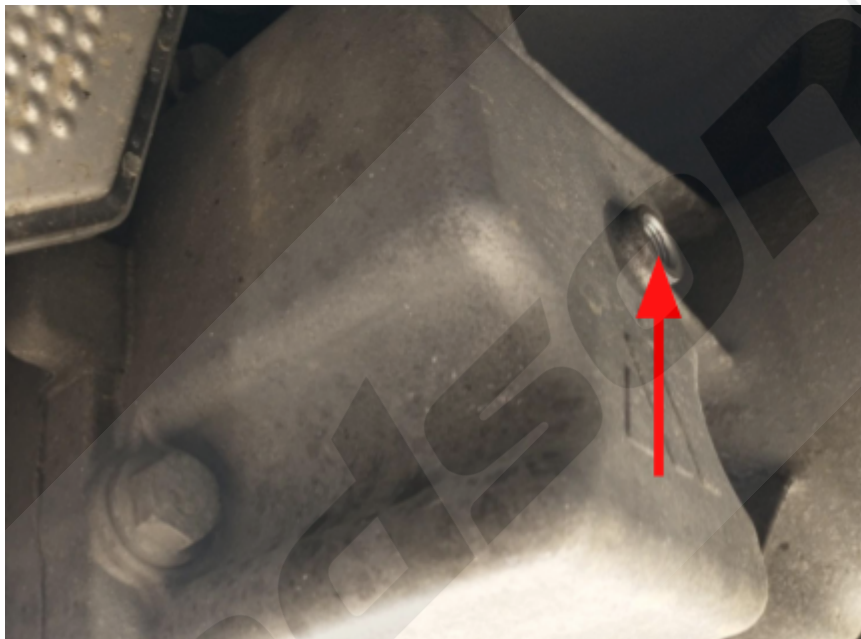
Refit the Haldex unit into the rear differential. And reassemble the rest of the vehicle.

Note:

- Since the clutch pack is no longer held by the lock tabs/staking, make sure the basket and/or clutch pack does not fall off during the reassembly.
- Remember to reconnect the pump and the main loom.

STEP 8

Fill the Haldex unit using OEM High Performance Haldex fluid through the fill hole until the fluid starts to flow out. (**Approx. 650-800ml**)



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