

dodson[®]

INSTALLATION INSTRUCTIONS

8DT SUPERSTOCK 7 AND 8

DMS-00-0048 REV 002

01 MAY 2023

**PREPARED BY: JAN PISL
DATE: 01MAY2023**

**RELEASED BY: 
DATE: 01MAY2023**

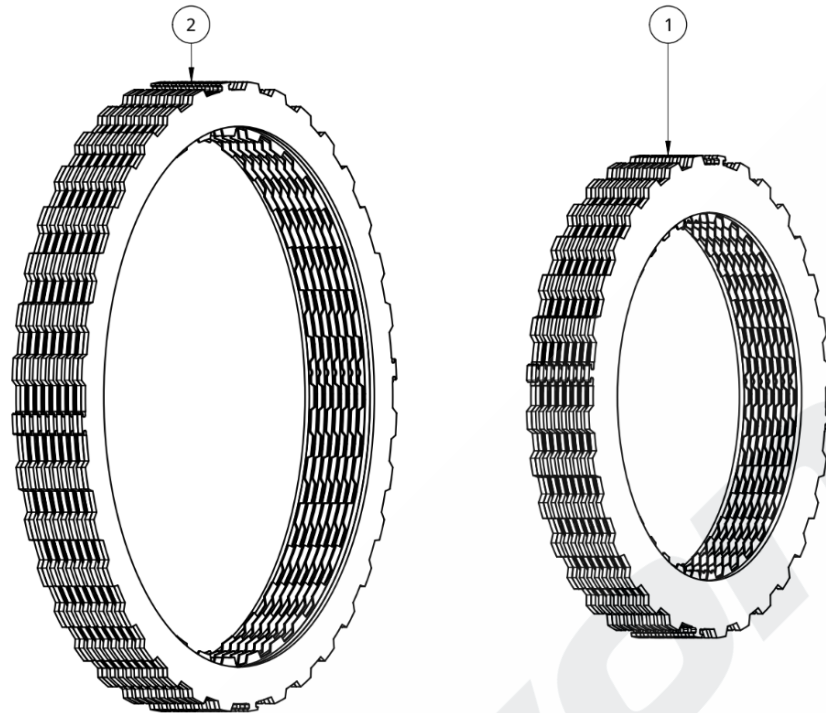
REVISION UPDATE NOTES:

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.002	01MAY2023	<ul style="list-style-type: none">- Changed content list to match current Superstock versions.- Simplified instructions to suit both 7 and 8 plate versions of the Superstock clutch.- Added assembly photos.
REV.001	29SEP2022	<ul style="list-style-type: none">- ORIGINAL ISSUE

8DT (992) SUPERSTOCK CLUTCH KIT CONTENTS



8DT SUPERSTOCK 7 (DMS-8192)

Item Number	Part Name	DMS Code	Qty
1	SMALL STACK	DMS-8190	1
2	LARGE STACK	DMS-8191	1

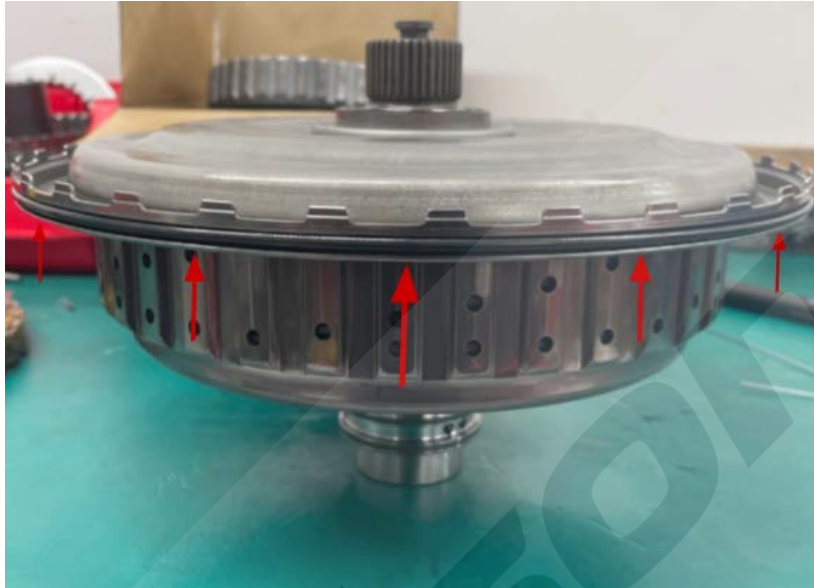
8DT SUPERSTOCK 8 (DMS-8195)

Item Number	Part Name	DMS Code	Qty
1	SMALL STACK	DMS-8193	1
2	LARGE STACK	DMS-8194	1

8DT SUPERSTOCK 7 AND 8 INSTALLATION INSTRUCTIONS DISASSEMBLY

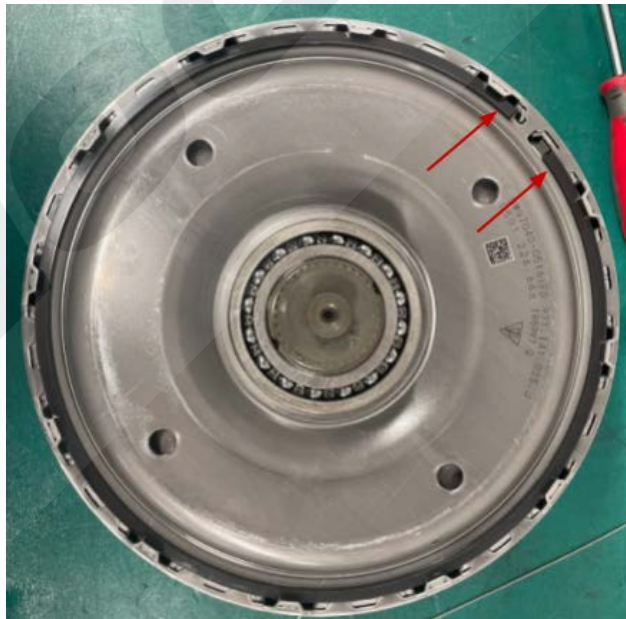
STEP 1

Remove the aluminium clutch cover with a soft blow mallet by rotating and evenly and lightly tapping the edge. Be careful not to damage the cover or seal during removal.



STEP 2

Using a flat head screwdriver and starting from either end, remove the large circlip retaining the clutch lid. Keep using the screwdriver to pry the clutch lid off the clutch core.

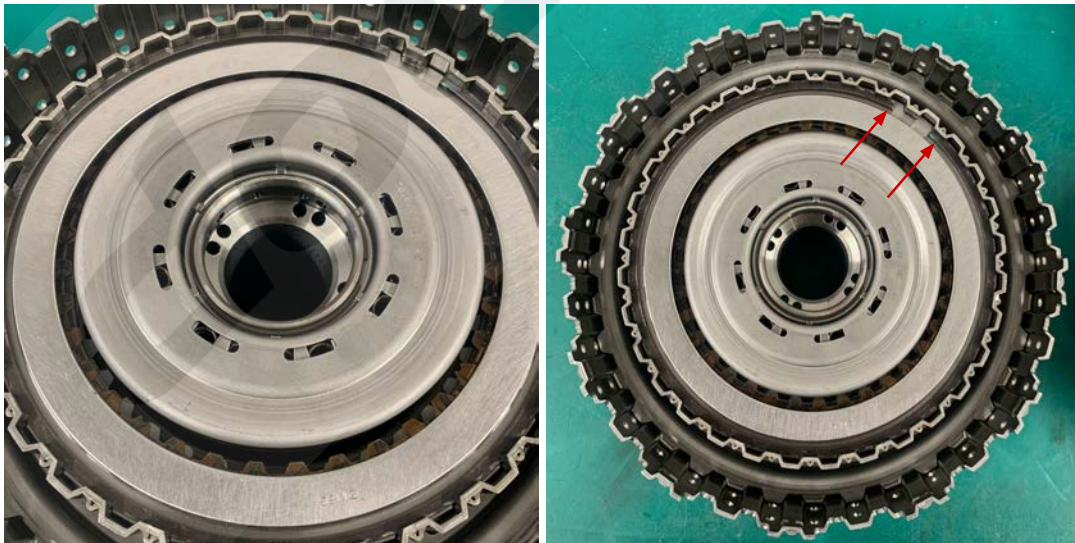


STEP 3

Remove the OEM upper thrust bearing and set aside. Carefully invert the clutch while supporting the large basket and large plates from underneath. Place the inverted clutch carefully on a flat bench. Now lift and gently wiggle the clutch core slowly, this should remove the large stack, large basket, small basket and the lower thrust bearing which will remain on the bench.

**STEP 4**

Now, only the small stack and the small circlip should be left. Using a flat head screwdriver and starting from either end, remove the small circlip retaining the small clutch stack.



STEP 5

Remove the small stack the same way as before, and then set both OEM stacks aside.



Be careful not to damage the thick steel top plate on the small stack as you will be using it for the clutch build.



INSTALLATION

ALL FRICTIONS MUST BE ORIENTED AS SHOWN BELOW (WITH THE GROOVES POINTING TO THE RIGHT AT 12 O'CLOCK) THIS WILL ENSURE OIL IS PROPERLY DISTRIBUTED AROUND THE CLUTCH



SOAK THE FRICTIONS IN OIL BEFORE ASSEMBLY

STEP 1

To assemble the small stack into the clutch, place the small basket back into the core to help with alignment.

Assemble the small clutch stack **EXACTLY** in the same order as supplied by Dodson.

STEP 2

Start with a steel plate, followed by a friction plate and so on.



STEP 3

The OEM Top Plate needs to be added to the top of the stack to match the OEM stack height.

IMPORTANT NOTE:

On Superstock 7 the Top Plate will be placed on top of a steel plate, whereas with the Superstock 8 it's placed directly on top of a friction plate.



Superstock 7



Superstock 8

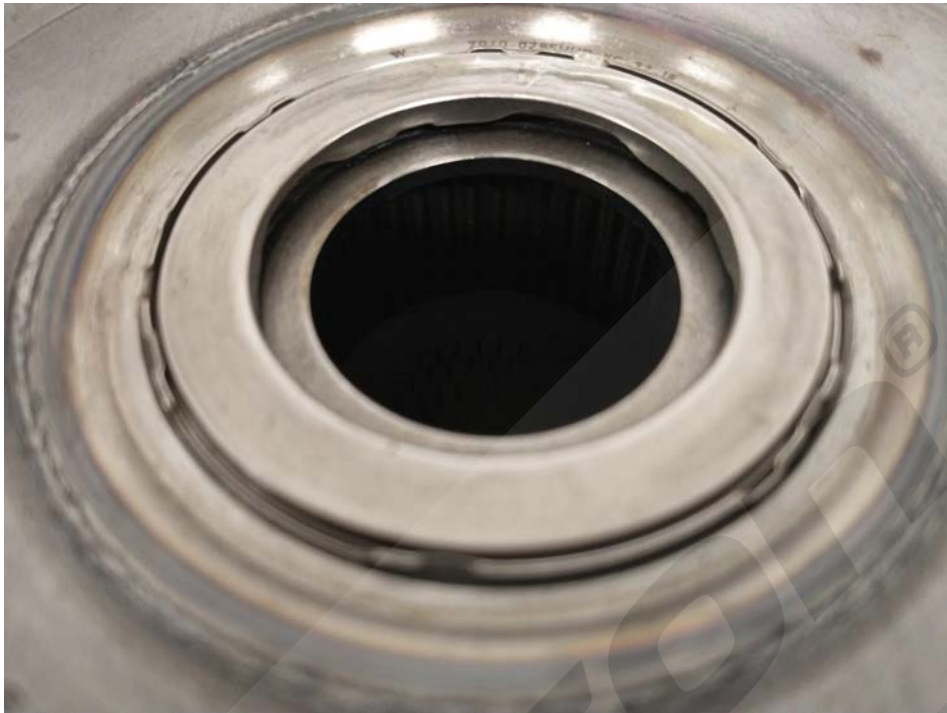
STEP 4

Reinstall the small circlip into the core to retain the small stack.



STEP 5

Place the lower thrust bearing on top of the small basket.

**STEP 6**

Place the large basket over the small stack and core.



STEP 7

Assemble the large clutch stack **EXACTLY** in the same order as supplied by Dodson. Start with a steel plate, followed by a friction plate and so on.



STEP 8

Place the upper thrust bearing on top of the large basket and reinstall the clutch lid. Tap the lid into place with a soft blow hammer until it is correctly seated and the circlip groove is fully accessible.



STEP 9

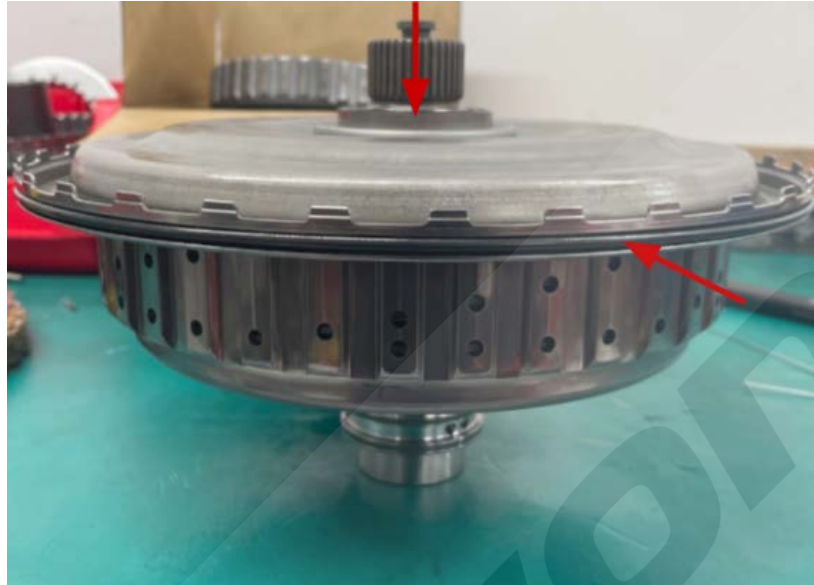
Reinstall the large circlip to retain the clutch lid.



STEP 10

Place a suitable seal guide over the input spline of the clutch and install the clutch cover. You may need to lightly tap the cover into place.

Ensure the cover is aligned correctly and the seal is not damaged during installation



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