

dodson[®]

**INSTALLATION
INSTRUCTIONS**

DL501 STREET PLUS CLUTCH

DMS-00-0085 REV 001

14 FEBRUARY 2024

**PREPARED BY: JAN PISL
DATE: 18DEC2023**

**RELEASED BY: 
DATE: 14FEB2024**

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	14FEB2024	- Initial release.

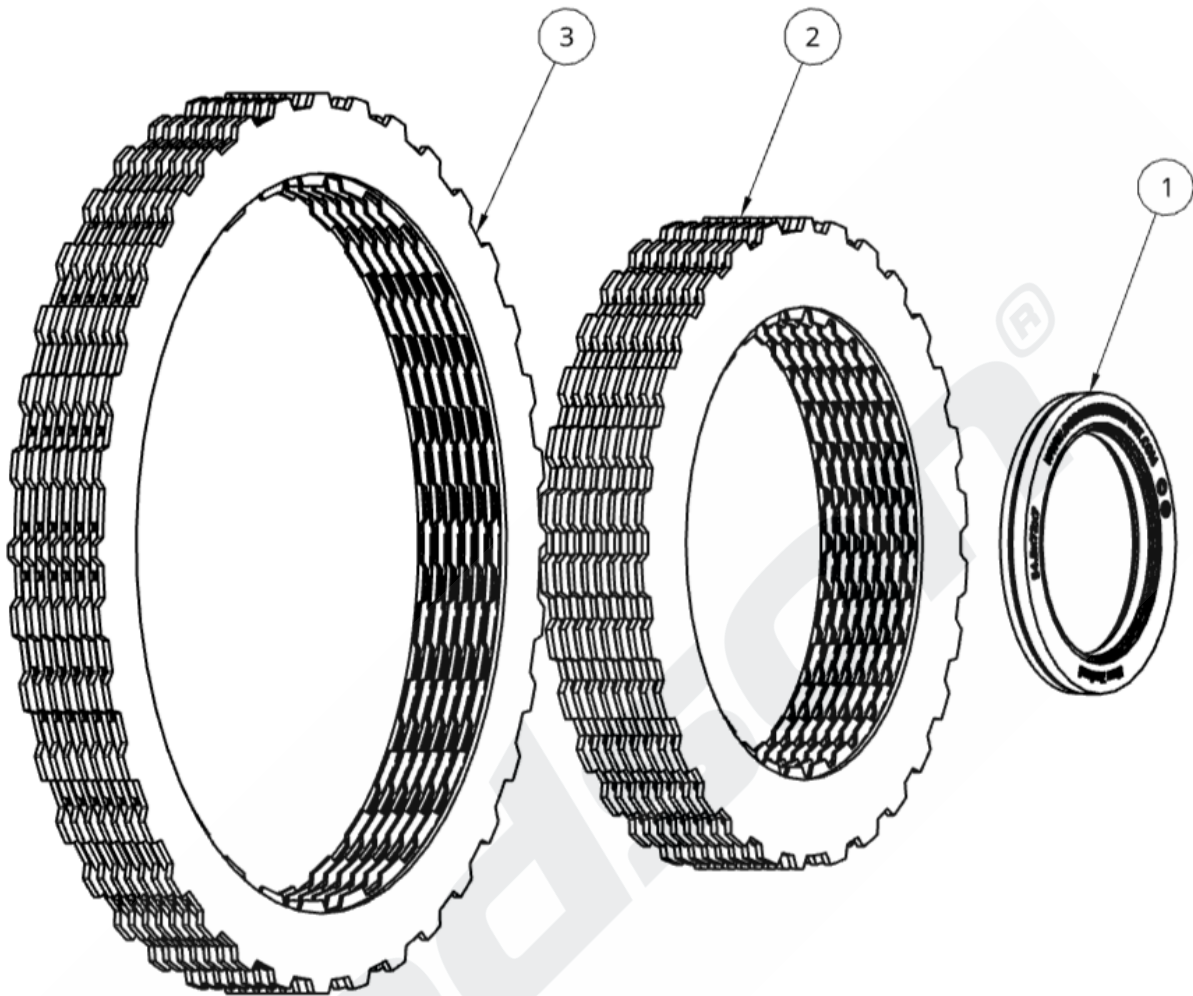
READ FIRST

For best results, we recommend only using **Manual (M)** or **Sport (S)** transmission modes.

We have seen great results when using our clutch kits with a suitable transmission tune, however it is not necessary to be used with the Dodson Street Plus range.

This kit requires the reuse of the OE circlips and the small clutch top plate.

DL501 STREET PLUS CLUTCH KIT CONTENTS (DMS-8572)



Item Number	Part Name	DMS Code	Qty
1	Rotary Seal	DMS-1963	1
2	Small Clutch Stack	DMS-8576	1
3	Large Clutch Stack	DMS-8577	1

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DL501 STREET PLUS CLUTCH KIT INSTRUCTIONS DISASSEMBLY

STEP 1

With the clutch removed from the transmission, remove the center seal and circlip underneath.



STEP 2

Remove the clutch cover from the clutch unit.



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STEP 3

Remove the circlip and mark the lid in respect to the core.



STEP 4

Remove the clutch lid and set aside.



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STEP 5

Remove both clutch baskets, then remove the small clutch retaining circlip.



STEP 6

Remove both clutch stacks by carefully flipping the core.



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ASSEMBLY

IMPORTANT NOTE

The frictions have a specific direction, ensure the friction grooves have the same orientation as the photo when installed. SOAK THE FRICTIONS IN TRANSMISSION FLUID BEFORE FINAL INSTAL.



STEP 1

Fit the small basket to help with assembly of the small stack. The stack should be installed in the same order as supplied. Ensure to line up the special teeth on the steel plates.



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STEP 2

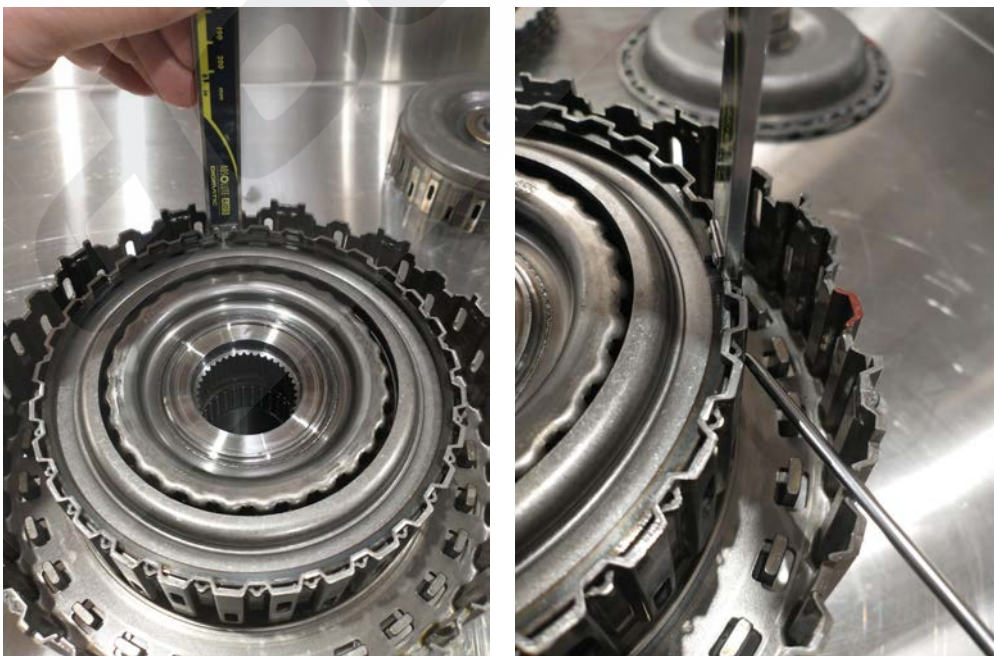
Fit the OE top plate and circlip to finish off the small stack.



STEP 3

Measure the small stack clearance. This can be done using the height gauge end of vernier calipers. Zero the calipers at the height between the top plate and the clutch core and then lift the top plate all the way up against the circlip using a small flat head screwdriver or a pick as shown below.

THE CLEARANCE SHOULD BE: 2.05 +/- 0.20mm



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STEP 4

Fit the large basket to help with assembly of the large stack. The stack should be installed in the same order as supplied. Ensure to line up the special teeth on the steel plates.



STEP 5

Refit the clutch lid and the OE circlip, ensuring to line up the mark made earlier.



STEP 6

Measure the large stack clearance. This can be done by measuring the gap between two steel plates through the openings on the side of the clutch core and then subtracting the thickness of the friction plate (2.30mm).

THE CLEARANCE SHOULD BE: 3.30 +/- 0.20mm



STEP 7

Reinstall the clutch cover, circlip and fit the new input seal provided in the kit before refitting the clutch to the transmission.

IMPORTANT NOTE

PLEASE MAKE SURE THAT THE BASIC SETTING AND ADAPTION DRIVE PROCEDURES ARE SUCCESSFULLY COMPLETED BEFORE USING THE FULL POWER OF THE VEHICLE.

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

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