




# INSTALLATION INSTRUCTIONS

PDK CLUTCH ASSEMBLY

**DMS-00-0020 REV 008**

07 MARCH 2024

PREPARED BY: GREG BUCHANAN  
DATE: 16FEB2024

RELEASED BY:   
DATE: 07MAR2024

## 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](mailto:technical@dodsonmotorsport.com)

Revision	Date	Description
REV.008	07MAR2024	<ul style="list-style-type: none"><li>- PAGE 3: Updated Diagram and Contents list.</li><li>- PAGE 8: Updated Step 2 image.</li></ul>
REV.007	05OCT2023	<ul style="list-style-type: none"><li>- Moved the "Clutch Calibration" section to a separate document with a reference.</li><li>- PAGE 2: Added "References" list.</li></ul>
REV.006	10JUL2023	<ul style="list-style-type: none"><li>- PAGE 2: Moved "Read first" note.</li><li>- PAGE 7: Updated "Important" note in Clutch installation section.</li></ul>
REV.005	06MAY2022	<ul style="list-style-type: none"><li>- Revised formatting.</li><li>- Rewrote some steps for clarity.</li></ul>
REV.004	17SEP2021	<ul style="list-style-type: none"><li>- Updated to new format.</li></ul>

## REFERENCES

- **DMS-00-0079** - PDK PIWIS 3 CLUTCH CALIBRATION

## READ FIRST

These instructions must be followed exactly.

PLEASE NOTE, IF THE CAR HAS AFTERMARKET INTAKE OR EXHAUST OR ANY OTHER MODIFICATIONS, THEN THE PRESSURE TO THE CLUTCH NEEDS TO BE ALTERED. THIS CAN BE DONE BY AFTERMARKET SOFTWARE (TUNE). CHECK WITH AFTERMARKET PARTS SUPPLIER TO CONFIRM REQUIRED CHANGES HAVE BEEN DONE TO VEHICLE PRIOR TO CLUTCH LEARN PROCEDURE.

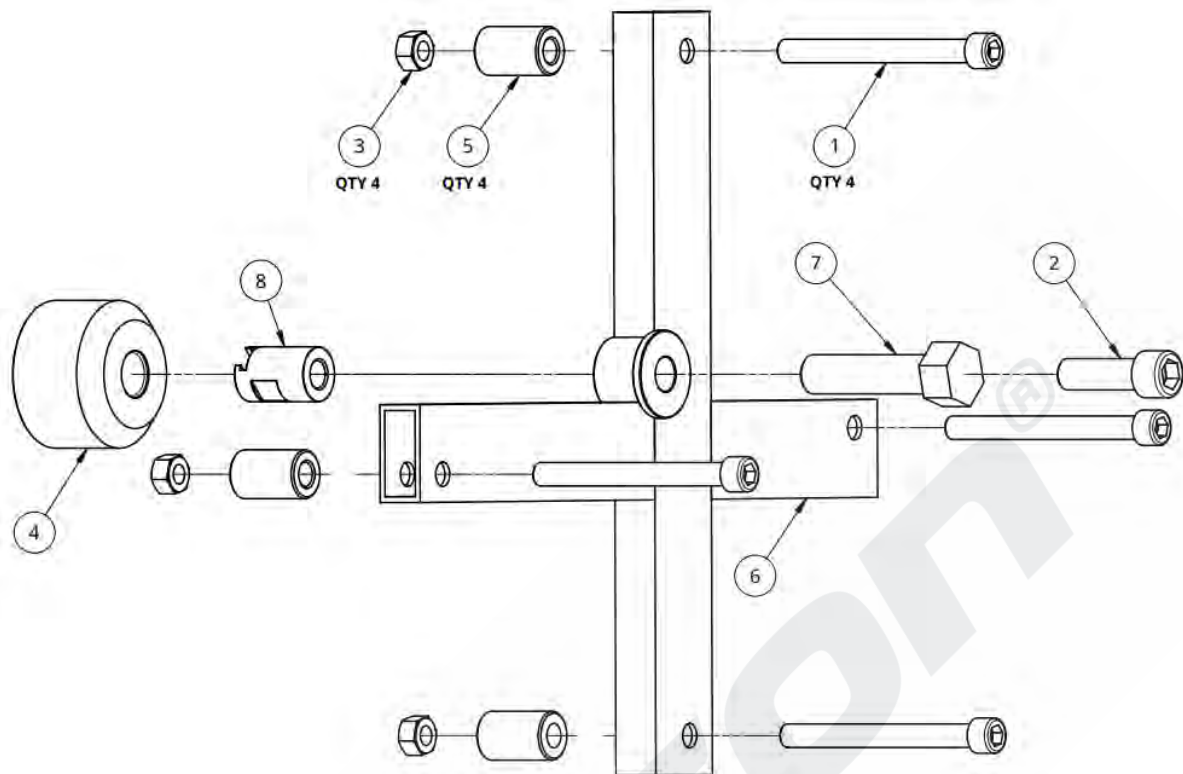
**IT'S RECOMMENDED TO HAVE A LITTLE EXTRA PRESSURE FOR LIGHT LOAD/THROTTLE, HIGHWAY DRIVING.** ALWAYS MAKE SURE THE TRANS HAS SHIFTED BACK INTO 1ST GEAR ON HARD ACCELERATION AT LOW SPEED (THIS CAN BE DONE ON PADDLE SHIFT), IF NOT, THE CLUTCH CAN BE DAMAGED.

**ALWAYS DRIVE THE CAR IN SPORT OR SPORT+  
MODE**

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## PDK TOOLKIT CONTENTS (DMS-2326)



Item Number	Part Name	DMS Code	Qty
1	M12 Hex Socket Bolt	DMS-0102	4
2	M16 Hex Socket Bolt	DMS-0103	1
3	M12 Nut	DMS-0165	4
4	Tool Cup	DMS-2423	1
5	Tool Spacer	DMS-2424	4
6	Clutch Removal/Installation Brace	DMS-2455	1
7	M20 Ball-end Bolt	DMS-2505	1
8	Clutch Clamp Removal Tool	DMS-2543	1

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## PDK CLUTCH INSTALLATION INSTRUCTIONS

### CLUTCH REMOVAL

#### STEP 1

Remove the **large outer circlip**.



#### STEP 2

Place the **Clutch Clamp Removal Tool (DMS-2543)** onto the clutch input spline.



*Note: The above photo (and some of the following steps) show the old revision of the tool.*

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**STEP 3**

Use the **M12 Hex Socket Bolts (DMS-0102)** and **Spacers (DMS-2424)** to fix the **Clutch Removal Brace (DMS-2455)** to the transmission through bell housing mounting holes as shown.

**STEP 4**

Thread the **M16 Hex Socket Bolt (DMS-0103)** through the removal tool brace and into the clamp removal tool. Use a **24mm spanner** to stop the tool from spinning and slowly tighten the M16 bolt to pull the clutch from the housing.



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**STEP 5**

Remove bolts and pull on the removal brace until the clutch is loose inside the transmission housing.

**STEP 6**

Remove the brace, but then refit the **Clamp Tool and Bolt** to help with transporting the clutch. Carefully remove the clutch.

**STEP 7**

Pack the clutch unit into the provided box ensuring the clutch is seated into the mould.

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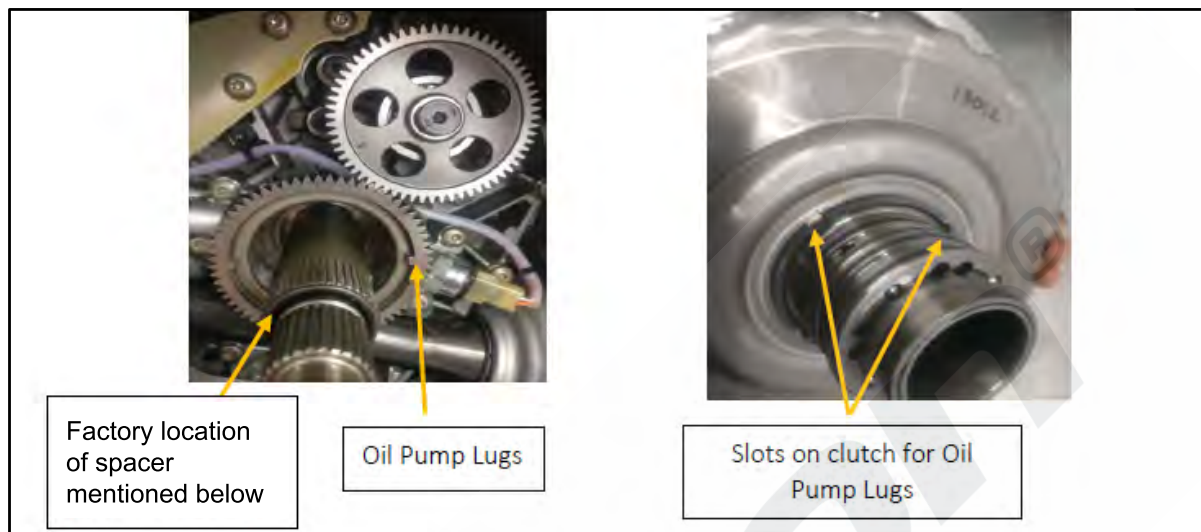
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## CLUTCH INSTALLATION

### STEP 1

Before installing clutch in the transmission make sure to align oil pump gear lugs horizontally as shown in image below as the lugs mate with slots in clutch as shown in image below.



Align slots on clutch housing horizontally to match the lugs on oil pump gear.

### IMPORTANT:

- For Sportsman's Clutch kits
  - 10 (DMS-8029)
  - 11 (DMS-8066)

#### Using Dodson Baskets

Ensure the OEM spacer is **REMOVED** from the gearbox before installing the clutch.



- For Superstock Clutch kits
  - 7 (DMS-8027)
  - 8 (DMS-8028)

#### Using OEM Baskets

Keep the OEM spacer and ensure it is **INSTALLED** in the gearbox before installing the clutch.



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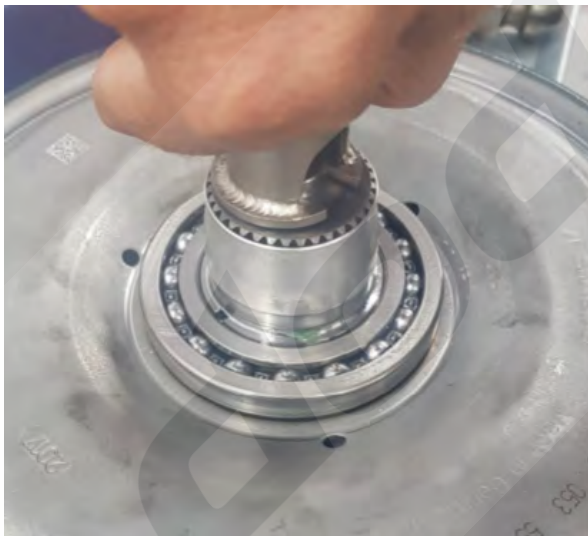
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**STEP 2**

Tighten **M16 Hex Socket Bolt** in the **Clamp Tool** as shown in the image below.

**STEP 3**

Hold the **Clutch** with the **Tool** and the **Seal Guide** on as shown.

**STEP 4**

Install the clutch into the transmission. Rotate the clutch while pushing in the transmission to make sure the oil pump gear locks in as well as the splines of shafts and basket match. You can see the oil pump rotating while turning the clutch.

**CAUTION - BE GENTLE WHILE ASSEMBLING THE CLUTCH AS THE OIL PUMP GEAR LUGS CAN BREAK.**

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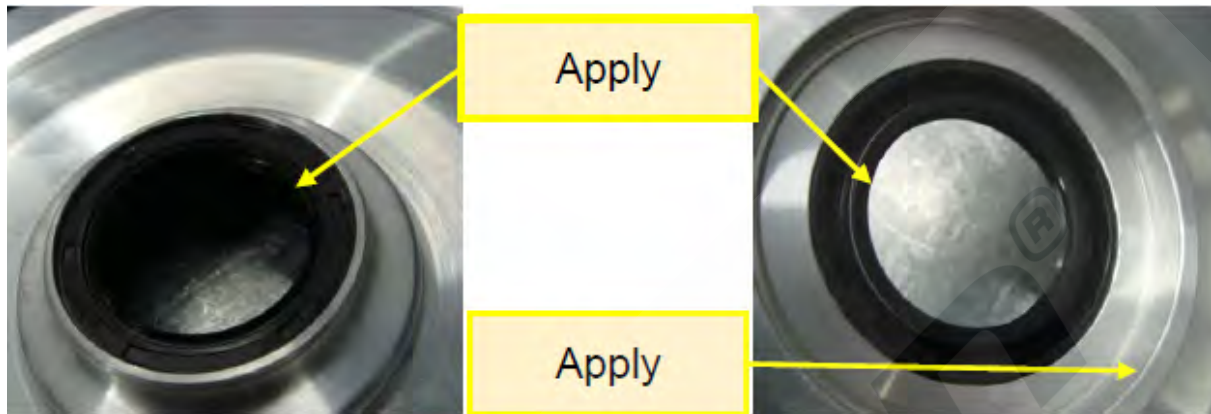


**STEP 5**

Ensure the O-ring is temporarily **removed** from the clutch lid before the next step.

**STEP 6**

Apply suitable grease on the lip seal and bearing ID of clutch cover for ease of installation.

**STEP 7**

Install the clutch cover.

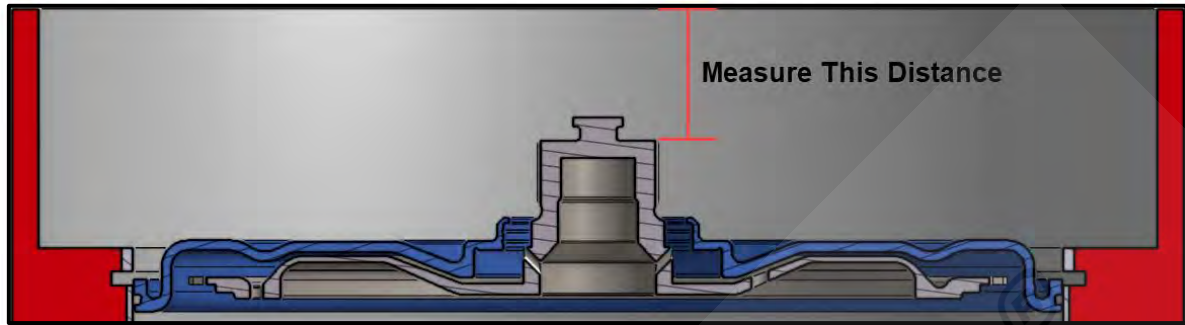
Using a brass punch or hammer, gently tap on the bearing diameter on the cover while assembling, as shown in the following figure. This will help to avoid jamming the bearing on the bearing ID. If it goes askew, it can result in bending the cover.

**STEP 8**

Install the **large outer circlip** to retain the clutch and clutch cover in the transmission housing. (No excessive force should be applied to the outer diameter of the clutch lid).

**STEP 9**

Measure the distance between the front face of the gearbox housing and the front end of the clutch splines.

**IMPORTANT:****997.2 - 4WD:**

- The measurement should be 39.5mm +/- 0.25mm.
- There should be ZERO end float of the clutch.

**991.1 and 991.2 - 4WD:**

- The measurement should be 0.3mm +/- 0.25mm.
- There should be ZERO end float of the clutch.

If the measurement does not fit within tolerance, ensure that the **OEM spacer** was removed or refitted depending on the version of the clutch as mentioned on **Page 7**.

If the measurement is still not within tolerance email: [technical@dodsonmotorsport.com](mailto:technical@dodsonmotorsport.com)

**STEP 10**

Remove the circlip and clutch with the cover then remove the cover from the clutch.

**STEP 11**

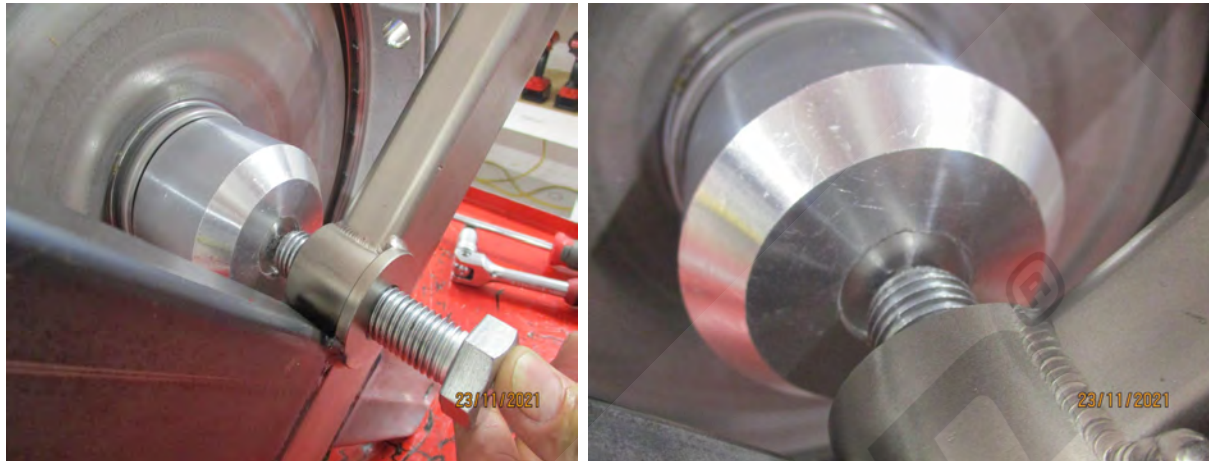
Install the O-ring on the clutch cover and **repeat Steps 4 and 7**.

**STEP 12**

Before reattaching the tool brace, place the large circlip loosely into the housing for convenience. Then attach the brace to the bellhousing mounting holes just as during removal.

**STEP 13**

Place the **Cup Tool (DMS-2423)** on the clutch, then screw in the **M20 Ball-end Bolt (DMS-2505)** as shown below. Ensure the pressure cup is centred with the clutch to allow the clutch to enter evenly.

**STEP 14**

Tighten the **M20 Bolt** and begin to push in the PDK clutch until firm.



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### STEP 15

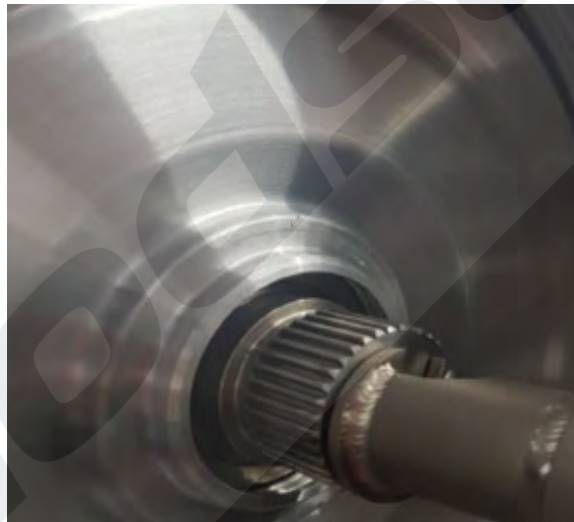
Once the centre bolt is tight use a soft mallet to tap the outside edge of the clutch cover to evenly press the clutch lid into position. You should be able to see the groove for the circlip all the way around.



### STEP 16

Install the **large outer circlip**. (No excessive force should be applied to the outer clutch lid).

Once the circlip is installed use the **Removal Clamp and Bolt** again to **pull the clutch back lightly** against the circlip. (The clutch should turn freely).



**ALWAYS START IN NEUTRAL AFTER CLUTCH INSTALLATION.**

### IMPORTANT NOTE

**PLEASE MAKE SURE THAT THE CLUTCH CALIBRATION AND ROAD TEST PROCEDURES ARE SUCCESSFULLY COMPLETED AS PER DODSON INSTRUCTIONS (DMS-00-0079) BEFORE USING THE FULL POWER OF THE VEHICLE.**

If you have any questions email us at [technical@dodsonmotorsport.com](mailto:technical@dodsonmotorsport.com)

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