



Installation Instructions

D017 (Heavy Duty), D017X (Xtreme) Clutch Kits for 2003-2005 Dodge SRT4

Thank you for purchasing this quality ACT product. ACT has a long racing heritage supporting countless racers and series champions in many forms of racing. Now you can let ACT's experience and expertise give you the same winning results. The ongoing challenge to win puts a constant demand for improved and higher performance ACT products. Constant challenges and continual improvement are driving forces at ACT. Since ACT products are racing bred and performance oriented some tradeoffs may be expected. If for any reason ACT does not meet your challenge or expectations, let us know so ACT products can continue to improve. Consult our catalog, website, or contact us directly if you have any questions, comments or concerns.

Special Features & Benefits:

ACT designed your clutch kit specifically for the SRT4 to dramatically improve torque capacity, durability, safety, and throttle response. After careful testing and analysis of the stock SRT4 clutch we determined there are so many weaknesses of the stock modular clutch design, it would be best to replace it with a specially engineered conversion to overcome the limitations of the weak stock design. By starting off with a more rigid clutch cover, ACT is able to deliver much higher clamp loads for great torque capacities without the usual tradeoffs. For greater strength and durability, the ductile iron casting of the ACT pressure plate and chrome-moly flywheel replace the troublesome grey iron stock cast parts. The newly designed parts are certified to SFI Spec 1.1 for greater assurance of safety while racing. The weight and inertia of the clutch and flywheel has been dramatically reduced for faster throttle response. If future modifications to your car necessitate a different clutch combination, parts can be replaced individually as needed. ACT offers a wide variety of interchangeable components to meet your needs. All ACT DN4 clutch kits are complete conversions and must be used on conjunction with their related components. Components cannot be swapped or substituted with any other non-ACT clutch components.

Further information: For a complete list of technical bulletins, please visit our website at www.advancedclutch.com

Parts / Kit Components list:

Kit	Flywheel	Pressure Plate	Disc	Pilot Bearing	Release Bearing	Alignment Tool
DN4-HDSS	600340	D017	3001102	N/A	RBDN1	ATCP2
DN4-HDSD	600340	D017	3001103	N/A	RBDN1	ATCP2
DN4-HDG6	600340	D017	6240226	N/A	RBDN1	ATCP2
DN4-HDG4	600340	D017	4240226	N/A	RBDN1	ATCP2
DN4-HDR6	600340	D017	6240026	N/A	RBDN1	ATCP2
DN4-HDR4	600340	D017	4240026	N/A	RBDN1	ATCP2
DN4-XTSS	600340	D017X	3001102	N/A	RBDN1	ATCP2
DN4-XTSD	600340	D017X	3001103	N/A	RBDN1	ATCP2
DN4-XTG6	600340	D017X	6240226	N/A	RBDN1	ATCP2
DN4-XTG4	600340	D017X	4240226	N/A	RBDN1	ATCP2
DN4-XTR6	600340	D017X	6240026	N/A	RBDN1	ATCP2
DN4-XTR4	600340	D017X	4240026	N/A	RBDN1	ATCP2

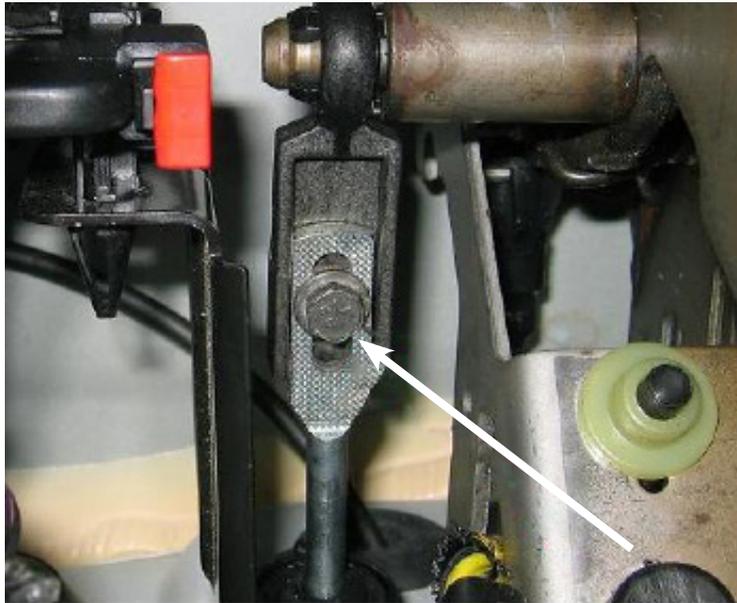
Step By Step Installation:

Important note: The 600340 XACT Prolite flywheel bolts directly to the crankshaft using OEM flex plate bolts. New OEM bolts must be utilized as used bolts can be stretched which can compromise their fastening capability. The factory flex plate and flywheel bolt plate are no longer necessary and is not used in any way with an ACT flywheel.

1. Inspect the old clutch and operating system to confirm that everything is in proper working condition, including the hydraulic system, bearing free travel and that there is no oil leaks on the rear main and transmission seals. **Inspect releaser guide tube, release fork, pivot ball, and bushings for wear. Any of these problems must be corrected before installing your new clutch.**
The factory parts listed below are known to wear often and should be considered for replacement any time you are changing a clutch:
 - Clutch Fork (Arm)**
 - Pivot Ball**
 - Master Cylinder**
 - Slave Cylinder**
2. Take note of hoses and sensors as it will be important that all parts are reinstalled properly to ensure that your car will run properly.
3. Remove all stock components as recommended by vehicle manufacturer.
4. Clean the flywheel and pressure plate surfaces with solvent or detergent. Clutch slippage or chatter can be caused by a dirty or oily surface. Also clean the flywheel and crankshaft mating surfaces with solvent or detergent. Use a new set of the original flex plate bolts to mount the XACT Prolite flywheel to the crankshaft. See note above. Apply thread locking compound on the threads of each flywheel bolt and tighten to the factory torque specifications using a star pattern. Failure to use thread locking compound can result in oil contamination of the clutch which will cause damage to the clutch and/or flywheel as well as other vehicle components and will void all warranties. Do not use air impact tools to tighten ACT clutch components. Use of such tools may result in uneven torque values and can lead to fastener failure.
5. The ACT clutch kit bolts to the XACT Prolite flywheel in a conventional manner. An alignment tool provided with your clutch kit is necessary to align the disc while installing an ACT clutch kit. A spacer is included with the alignment tool that presses into the crankshaft before the clutch is installed and will remain in the crankshaft after installation. Before installing the clutch disc, lightly grease the splines of the disc and slide the disc onto the input shaft to insure fitment and smooth travel. Wipe off any excess grease. Use the supplied (9) M8 flat washers and M8x1.25x16mm bolts to attach the pressure plate to the XACT Prolite flywheel and gradually tighten them in a star pattern to uniformly compress the pressure plate onto the flywheel. Manually torque the bolts to 30 ft/lbs.
6. Lubricate the release bearing guide tube, clutch fork (arm) and pivot ball at all contact points with a small amount of grease and wipe off excess.
7. The throttle body should be removed in order to reinstall the transmission. Use caution when removing the throttle body to prevent damage. Replace the gasket for your throttle body to insure proper sealing.
8. Make sure all bell housing dowels are in correct position and tighten bell housing bolts. Any misalignment will result in premature clutch failure. Correctly support the transmission during installation, neglecting to do so may cause clutch damage and premature failure.
9. Reinstall the throttle body using a new gasket to obtain a proper seal. Assemble the remaining parts according to the vehicle manufacturer instructions.
10. The clutch needs to be adjusted so that it uses the minimum amount of travel to release the disc; if it is not adjusted correctly the diaphragm can be over-traveled and cause interference or loss of clamp load. With the vehicle on the ground adjust the clutch release system by loosening the bolt (shown in figure 1 on next page) which is located at the top of the clutch pedal using an 8mm socket. With the bolt loosened push the clutch pedal down until the bolt bottoms out in the slot, then tighten the bolt. With the car in gear depress the clutch pedal to the floor and try to roll the car. If the car doesn't roll freely loosen the bolt and adjust the pedal up 1/8 of an inch and retighten the bolt. Try again to roll the car with the pedal to the floor, repeat this until the car rolls freely. Now start the car and carefully test the clutch. With the car running, push the pedal to the floor and try to put it in gear. If the car does not pull and the transmission shifts easily you are done. If the car still wants to pull or it does not shift easily the clutch is not completely disengaging. Continue the adjusting process using 1/8 inch increments. Avoid driving habits that would allow excessive slipping or overheating of the clutch.

 **WARNING** Failure to follow the vehicle manufacturer's installation procedures and specifications as the primary source of information and ACT's installation instructions as a secondary source may lead to serious injury, death or clutch failure. Installation should only be performed by an experienced knowledgeable mechanic.

Figure 1



Additional Notes or Warnings:

Attention: The following instructions are meant as a supplement to the factory clutch installation processes and are not intended as a complete installation instruction.

Gear noise: Due to the performance nature of the ACT flywheel and clutch, increased gear noise may occur. A solid center disc is not recommended for street use due to excessive gear noise. The ACT spring center disc will reduce gear noise, but not eliminate it.

Flywheel resurfacing: When needed, all ACT flywheels can be resurfaced by a qualified automotive machine shop. Be sure to retain original flywheel step.

Replacement parts: All replacement parts are available separately.

Break in: Recommended break in for all ACT clutches is 200-300 miles of mild street driving. Avoid driving habits that would allow excessive slipping or overheating of the clutch.

⚠ WARNING Failure to follow the vehicle manufacturer's installation procedures and specifications as the primary source of information and ACT's installation instructions as a secondary source may lead to serious injury, death or clutch failure. Installation should only be performed by an experienced knowledgeable mechanic.