

SLP Dual Clutch Assembly, 2010-2013 Camaro LS3

Special Tools

- *DT-49267* Dual Clutch Alignment Tool

Removal Procedure

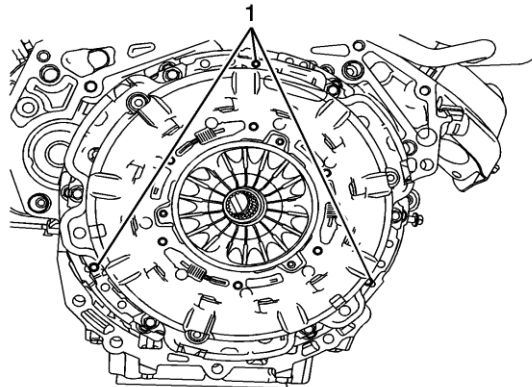
1. Remove the manual transmission.
2. Remove the clutch pressure plate and driven disc from the dowel pins on the flywheel.

Installation Procedure

1. Install the clutch pressure plate and driven plate to the dowel pins on the flywheel.

Note: Use **NEW** clutch pressure plate bolts in order to maintain proper torque. Apply red **LOCTITE 242** to the threads to make certain the bolts do not come loose.

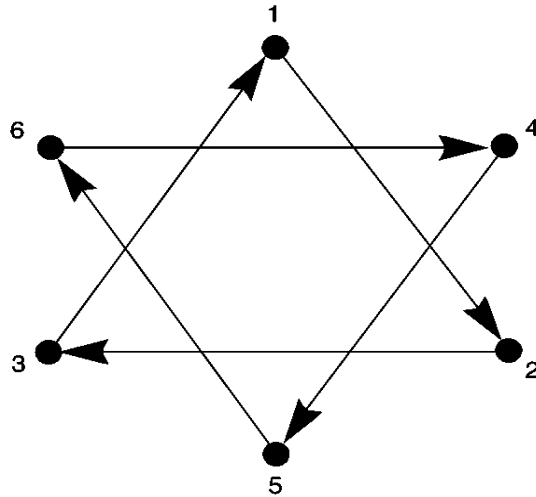
2. Install the clutch pressure plate bolts finger tight.



5. Ensure all three dowel pins (1) are visibly seated through the clutch cover

dowel pin alignment holes as shown.

On V8 models, use *DT-49267* tool or a commercially available universal clutch alignment tool to align the clutch driven plate to the clutch pilot bearing.



8. On V8 models, tighten the clutch pressure plate bolts in the sequence shown, starting with the number one and following in numerical order.
 - 8.1 Tighten all the clutch pressure plate bolts in sequence and evenly to **15 N·m (11 lb ft)**.
 - 8.2 Tighten all the clutch pressure plate bolts in sequence and evenly to **35 N·m (26 lb ft)**.
 - 8.3 Tighten the bolts (1, 2, 3) in sequence and evenly to **55 N·m (41 lb ft)**.
 - 8.4 Tighten the bolts (4, 5, 6) in sequence and evenly to **70 N·m (52 lb ft)**.

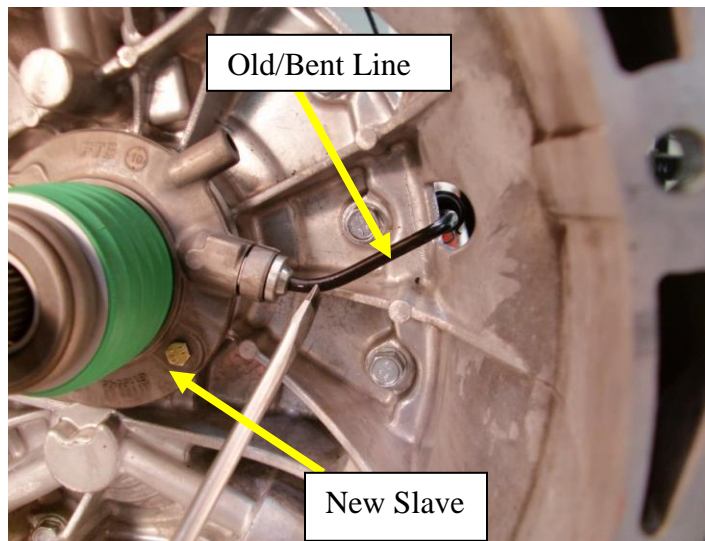
Slave Cylinder Installation

1. Remove the new line and bleeder from the new slave cylinder included in the kit.
2. Mount the old slave cylinder in a vice on a bench.

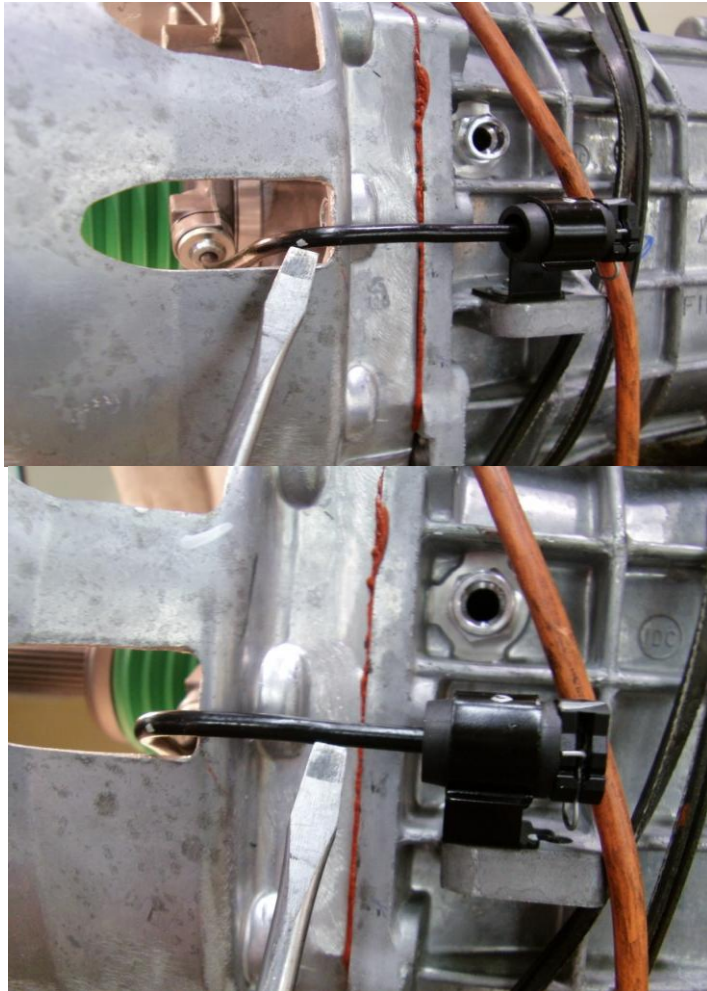
3. Bend the old line as shown in the photos below on a bench before installing onto the new slave cylinder.



4. Bend up and back towards a 2:00 position (right at the fitting) so that it can go through bell housing when you trial fit on to transmission. After this step install old line with new bend on new slave cylinder included in this kit. The trial fit onto the transmission as in the photo below. To make this process easier make a set of studs to install/remove the new slave with old bent line each time the line needs to be modified. **WARNING: BEND LINE A LITTLE AT A TIME, DO NOT KINK**



5. Going back and forth using the old slave on the bench. Fit the line the rest of the way as shown below. You will need to straighten the line as shown in two places below.



6. When complete make sure line is bent correctly so that no stress is on the o-rings or line when bracket is mounted.



7. Once step 6 above is complete you can permanently mount the Slave Cylinder with spacer and torque the bolts to 115 in-lbs.
8. Next install the old bleeder into the new slave cylinder and torque to 88 in-lbs.
9. Install the transmission and bleed the clutch.