

Duramax 6 Speed Manual



File Name: Duramax 6 Speed Manual.pdf

Size: 2254 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 22 May 2019, 23:49 PM

Rating: 4.6/5 from 714 votes.

Status: AVAILABLE

Last checked: 8 Minutes ago!

In order to read or download Duramax 6 Speed Manual ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Duramax 6 Speed Manual . To get started finding Duramax 6 Speed Manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



Book Descriptions:

Duramax 6 Speed Manual

We apologize for this inconvenience and encourage you to visit www.motortrend.com for the latest on new cars, car reviews and news, concept cars and auto show coverage, awards and much more. MOTORTREND.COM He initially intended to simply drive and enjoy the new Silverado without making any changes other than some simple ECM tuning, but then the ideas started flowing and he saw the new truck as a chance for a fresh start. He began work on it by removing the leveling kit and installing a Cognito Motorsports 4 to 6inch inch nontorsion bar lift kit complete with Fox Factory Performance Series 2.0 shocks on all four corners. The truck rolls on a set of 33X12.50R20 Nitto Ridge Grappler tires wrapped around polished aluminum 20x12 American Force Rebel wheels. Then lightning struck a second time when Steves then girlfriend called him to tell him that she rear ended a car with his truck. Having decided to go beyond the simple tuning and drive it phase, Steve turned to Jason Wehrli and his team at Wehrli Custom Fabrication to not only dress up the engine bay but also provide some more oomph under the hood as well. Steve and Jason settled on a WCFab BorgWarner S366SXE turbocharger upgrade, featuring boost tubes and a turbo pedestal that are powder coated blue and metallic gray to match and contrast the bright exterior of the truck. Exhaust is expelled through a set of ProFab manifolds and uppipes that channel the hot gasses to the turbine. The custom exhaust setup terminates in the bed with a polished 6inch stainless steel, mitercut Silverline Exhaust stack. They also installed a WCFab coolant tank and pipe kit that is powder coated in matching blue. For the current setup, Steve relies on the turbo and custom EFILive tuning by Bob Olson of Team Twisted, to coax more power from the otherwise stock 2003 6.6L Duramax LB7 engine. He estimates that the truck makes around 600 hp and 1,000 lbft of torque. <http://auburnhills-hoa.org/auburnhills/site/user/file/decor-2500-user-manual.xml>

- **duramax 6 speed manual for sale, duramax 6 speed manual, duramax 6 speed manual conversion, duramax 6 speed manual 4x4 for sale, duramax 6 speed manual transmission for sale, 2006 duramax 6 speed manual for sale, 2003 duramax 6 speed manual, 2002 duramax 6 speed manual, 2006 duramax 6 speed manual, gmc duramax 6 speed manual for sale, duramax 6 speed manual, duramax 6 speed manual, duramax 6 speed manual for sale, duramax 6 speed manual craigslist, duramax 6 speed manual transmission, duramax 6 speed manual, duramax 6 speed manual for sale, duramax 6 speed manual craigslist, duramax 6 speed manual transmission, 02 duramax 6 speed manual transmission 4wd.**

He is using an NV5600 sixspeed manual transmission that was built for GM to use as a tester when the company was exploring options for replacing the wellknown ZF6 manual. GM ultimately chose to eliminate the manual altogether and Steves NV5600 eventually made it onto an auction site where he purchased it along with the necessary hardware to install it. The NV5600 is linked to the Duramax engine through a South Bend Clutch dualdisc clutch assembly to handle the power while delivering a smooth engagement. Since it is a daily driver that is used for towing, hauling and work duties on a regular basis Air Lift air bags are installed in the rear for proper load leveling. Steve also fabricated a set of adjustable traction bars and had them powder coated metallic gray to keep the Silverado from twisting the leaf springs when he mashes the loud pedal. Then he installed a quartet of Rigid LED driving lights in each of the lower bumper openings to light up the night as he blasts down the road. To spice the rest of the lighting he added a set of Recon smoked LED cab lights and taillights as well as aftermarket lightly smoked headlights and parking lights with accent LEDs. The bed is treated with a LineX finish to protect it from work incidents and daily use. Of course he

removed the columnmount automatictransmission shifter and installed a floormounted stick for NV5600 gear selection. To keep an eye on the engine he relies on an Edge Products CTS display and an analog AutoMeter Competition Instruments Cobalt 60psi boost gauge mounted on the top of the column.Thanks to his hard work and help from his friend Kris Mims, his daily driven rig is a fun to drive truck that continues to get better as he wrenches on it more and more. Notice the CAT filters protruding down from the FASS Fuel Systems Titanium Series 150gph lift pump. First Drive 2020 Chevrolet Silv. Runs, drives and pulls good. No mechanical issues.<http://aktien-analyse.de/images/decor-1571-manual.xml>

Drove 5k towing car trailer rust free truck box is rough with dents All stock 254k. Originally released as a five speed unit, a second overdrive gear was added to the Allison 1000 for the 2006 model year, and the six speed gearbox continues to grow with the 6.6L Duramax diesel. The combination is popular enough that it is much less typical to see manual transmissions in GMC and Chevrolet HD pickups than those of competing brands. The transmission is a bit of an oddity in that it is a four speed, overdrive transmission. Do to its wide ratio spread and relatively tall first gear ratio, its not often sought after in 6.2L diesel applications. The 1992 to 1994 model year edition features a lower first gear ratio and favorably higher overdrive ratio. The NV4500 did not find its way into the Duramax platform, GM choosing instead to offer a ZF 6 speed manual transmission. Something went wrong. View cart for details. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Based on the radius, a new location list is generated for you to choose from. Looking to trade a jdm 2003 Subaru wrx Sti for one, just search for it it's on here.Truck runs amazing. Work edition so the only option it has is cruise control. Has manual leather seats, drivers one is rough from previous owner. I have only driven the truck 10 000km. 4x4 works good, pretty good tires. The truck has a 4 inch straight pipe MBRP exhaust system. Everything else is stock. Message with anymore.Truck has 174xxxand just recently put new injectors in air in fuel problem caused injectors to fail truck has just been sitting collecting dust so I am selling it, please text me for more info. Or Sign in with Facebook Sign in with Amazon While the manuals were not as prevalent. The Street Dual Disc is the perfect complement to the higher horsepower dailly driven Duramax. South Bends Competition Dual Disc is your answer. South Bends Competition TRIPLE Disc is your answer.

Manual Transmission Description FAQs The 20012006 Duramaxs with three pedals came equipped with a ZF6 six speed manual transmission, that is similar to the ZF6s used in many other applications. While the manuals were not as prevalent as the popularly equipped Allison, they are still abundant. Whether you are looking for just a step above stock or a dual or even triple disc capable of holding up to the rigors of heavy hauling or sled pulling, we offer numerous options from the best in the business, Valair and South Bend. Not Available Not Available. Nov 1, 2019 in Autozin This truck is a two wheel drive truck that is in excellent condtion,has. Jul 9, 2020 in HotMuscleCars Apr 18, 2020 in Automotive Apr 11, 2020 in Automotive Apr 11, 2020 in Automotive Apr 11, 2020 in Automotive Apr 7, 2020 in Automotive Mar 20, 2020 in Automotive Aug 31, 2020 in USA Vehicle Finder Remote vehicle starter system. Allison 1000 6speed automatic impex auto. Aug 26, 2020 in Shoppok Aug 22, 2020 in Shoppok Aug 10, 2020 in Shoppok Ride strong diesel engine available cng fueling for regular v8 solid. Aug 5, 2020 in Shoppok Visors, driver alert package, dualzone automatic climate control, duramax. Jul 29, 2020 in Shoppok Southern truck no rust. Jul 25, 2020 in Autozin May 31, 2020 in Shoppok Refined and quiet ride strong diesel engine available cng fueling for regular. May 27, 2020 in Shoppok May 23, 2020 in Autozin Apr 27, 2020 in Easyautosales Apr 23, 2020 in Autozin Chevy silverado 2500 diesel for sale 4x4, z71 off road, navigation. Apr 23, 2020 in Autozin Apr 23, 2020 in Autozin Apr 23, 2020 in Autozin. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. The big difference mechanically was the Classics still used the nonregen LB7 where the new 2007 LMM complied with the 2008 regen emissions laws.

GM didn't sell enough Duramax manuals to certify the manual with the new motor in the new truck. It is actually a big dilemma for me, as none of the half ton trucks have manual trans anymore. I am in the market for a new truck, and that is the numero uno thing holding me back. Available from 2001 to 2007 in the GMT900 truck and up to 2009 in the GMT560 C4500 truck. ZF claims 2003 is supposed to be the highest population of trucks built with the 6 speeds over other years. They are big and brutally strong. The shift gates are horrible and the shift pattern is even worse. I'd take a NV4500 5 speed over the 6 speed any day. No NV4500's behind Dirtymax's though, if you must have a diesel. I could not find one that wasn't either beat to death or drastically priced higher than an automatic. I very actively looked for 3 months within a 500 mile radius of East Tennessee. I got a LOT of false positives; apparently people working in car lots don't know a manual transfer case from a stick shift. I ended up finding a very nice low mileage Allison at a reasonable price that I couldn't pass up. Still wish I had gotten the manual, but the automatic is handy sometimes. If it is a manual and you decide you want something else, you shouldn't ever have a problem selling it. I personally would love to toss my automatic from my 2007 GMC 2500HD 6.0L classic body style in the trash and get an NV4500 or something. I wonder how hard that would be to do with all the fancy electronics now a days. Any aardvarcus, yes it seems manuals are more expensive these days, i don't know how i feel about that. Edit I only have experience with the 5 speed GM manual, it would be interesting to try the 6 speed but it's probably pretty similar. When you do the smf conversion, the once silent tranny will make all kinds of racket especially poking through parking lots and the inevitable premature upshift. I thin with Amsoil 530 Synchronesh.

This combination has proven effective in long haul applications and cuts the noise down considerably. I've stood next to a Superduty with the conversion and it sounded like rocks were in the tranny. I've ridden in GMs with the Allison and it's a nice dependable transmission. www.thedieselplace.com is a good source of info for GMs. I personally would love to toss my automatic from my 2007 GMC 2500HD 6.0L classic body style in the trash and get an NV4500 or something. Edit I only have experience with the 5 speed GM manual, it would be interesting to try the 6 speed but it's probably pretty similar. Pretty sure it will bolt up, it is the computer that is the problem. Did find a guy who swapped in a 6 speed in a Avalanche, said the the clutch pedal mounting points were even there. Did find a guy who swapped in a 6 speed in a Avalanche, said the the clutch pedal mounting points were even there. Available from 2001 to 2007 in the GMT900 truck and up to 2009 in the GMT560 C4500 truck. No NV4500's behind Dirtymax's though, if you must have a diesel. Not set on a diesel so a gas option might work out better with the 5spd I found one, but it is 2WD. By continuing to use this site, you are consenting to our use of cookies. Not only was 2001 the start of the Duramax engine, but also the famous Allison 1000 Transmission. This first Duramax engine mated with GM trucks was coined the LB7 Duramax. While today, all Duramax trucks are paired with the Allison transmission, LB7 Duramax trucks also had an available ZF 6speed manual transmission option. It was a huge success that ultimately led to the creation of other Duramax engines including the LBZ, LMM, LML, and L5P. To help those of you who currently own an LB7, or those who want to purchase one, we've compiled a pretty massive list of LB7 Duramax specs. Find our 6.6L LB7 Duramax Specifications chart below. Common Rail tech wasn't used until the 3rd Generation 5.9L Cummins in Ram trucks, or the 6.4L Powerstroke in Ford trucks.

LB7 Duramax trucks also came before diesel emissions, so there is no DEF, DPF, or SCR here. You could just slap on a straightpipe exhaust with no repercussions. No tuning needed! So many issues in fact, that GM recalled the trucks, replaced the original injectors, and extended the warranty on injectors to 200,000 miles. Many of the issues found their roots in the Fuel Filtration design. Fuel reaching the injectors was not properly filtered. Aftermarket fuel systems like a Fass or Air Dog can greatly improve reliability and help solve common LB7 Duramax problems. Many questioned their reliability initially as Ford and Dodge both used Cast Iron heads. To this day, however, GM uses the

Cast Aluminum heads even in their L5P duramax. GM proved they could provide a lighter and equally as reliable head design using cast aluminum. The IFS system provides a very comfortable ride, however, it is also much more expensive to modify, and much less sturdy than the stock straightaxle design of Ford or Ram. The design will hold up relatively fine if a stock suspension, wheel, and tire setup is used. Aftermarket suspensions, bigger tires, and bigger wheels will all drastically decrease the lifetime of frontend parts. If you own an LB7 or will be purchasing one, we highly recommend taking a look at the Kryptonite or Cognito suspension and steering kits. Find our LB7 Duramax towing capacity chart below. For more complete towing information, refer to your truck's owners manual. The LB7 Duramax Tow ratings below are the highest numbers the trucks are capable of. Actual tow ratings vary according bed length, cab size, and whether the truck features single rear wheels or if it is a dually. Check out our other resources by clicking on one of the links below. This helps support Diesel Resource and allows us to continue to produce helpful diesel insight and content. Thank you for the support! Signup for our newsletter and stay up to date on the top trending topics!

Has a little Learn more about him by checking out his truck. Better luck next time. Feel free to check out the similar ads below or try your search again. We offer the most complete line of outboard power, for fishing boats and speed boats, for pontoons and tenders, for work and for play. All Power Options Heated Seats. Keyless Entry Johns, NL A1B 2C8 It comes fully inspected and has financing available Stock Number M19668. Drivetrain Features Front Wheel Drive Stock Number M20435. Drivetrain Features All Wheel Drive Water Proof. Marine Antenna. New in Box never used As one of the highest volume new car and We have not inspected our As Traded vehicles, so the. Motor Vehicle Inspection needs to be supplied by the purchaser. You certify and Stock Number M20400. Drivetrain Features Front Wheel Drive Includes cover and lift Seat has a small tear. Includes cover and lift. Double Skidoo trailer. Will sell separately! Stock Number M20531. Drivetrain Features Front Wheel Drive Stock Number LP9751. Drivetrain Features Front Wheel Drive Completely Serviced and needs nothing !!! Stock Number LP6622. Drivetrain Features Front Wheel Drive Drop by for a Stock Number LP8143. Drivetrain Features Front Wheel Drive Weight 0.1 ounces Working condition. New turbo installed 3 years ago. Needs Another one for parts included. Ella Rosa size 14. Studed tires off a dodge ram. Disabling it will result in some disabled or missing features. You can still see all customer reviews for the product. This is my daily driver and has to be the best truck I have owned, and I have owned 6 Chevy pickups in the past. The Duramax is a strong, reliable engine that has given me minimal problems. This is the infamous LB7 version that has plagued many people with injector issues. I have been blessed to have the factory injectors last until 199k miles and GM replaced under warranty. The second set has over 180k miles on them and are doing great. My truck is the rare ZF6 speed manual transmission.

My biggest complaint on the truck was the factory dual mass flywheel. After the warranty ran out, put in a single mass flywheel with aftermarket clutch disc and the problem has gone away. The truck has the original brakes and original front end, which is being updated in the next few months. With this truck nearing 400k miles, the truck and the interior are holding up great. I still get a smile on my face when driving it, love my ole girl! Comments must adhere to Community Guidelines. Please write at least one word You must be in good standing in the Amazon community to post. Your message will not be posted. Please see our guidelines regarding objectionable content. You must purchase at least one item from Amazon to post a comment This comment has exceeded the maximum allowed length. Please shorten your comment and try again. A problem occurred while submitting your comment. Please try again later. Please try again later. If this isnt a rare find I dont know what is!! Regular cab trucks are hard enough to come by. This one is very solid as you see from the photos even the undercarriage is extremely rust free. 8 foot long bed, 6 speed manual transmission, floor shift 4x4, dual climate control, bedliner, CD player, three passenger front seat, fender flares, tow package, tow mirrors, all wrapped around a threequarter ton HD with a duramax.

It is up to the customer to inspect and verify these options are on the vehicle before purchase as we can't guarantee all of these features. It is up to the customer to inspect and verify these options are on the vehicle before purchase as we can't guarantee all of these features. You can unsubscribe at any time. Iridium Metallic 2015 GMC Sierra 2500HD Denali 4WD Allison 1000 6 Speed Automatic Duramax 6.6L V8 Turbodiesel Allis Odometer is 38944 miles below market average! Dual zone climate control, heavy duty trailer package, color matching topper, this truck is. EverettBGMC. Com, 2015 GMC Sierra 3500HD Denali White, ONE OWNER.

Low miles 79k! Contact me with any questions or more. SLT 4WD Duramax 6.6L V8 Turbodiesel Allison 1000. Hitch platform to accept. Allison 1000 6 Speed Automatic, 4WD. Bloomington Lincoln is proud to be one of the Twin Cities largest used car volume dealers. Allison 1000 6 Speed Automatic, 4WD, Dark Ash With Jet Black Interior Accents Leather, 110Volt AC Power Outlet, 4.2. Red 2015 Chevrolet Silverado 2500HD LTZ 4WD Allison 1000 6 Speed Automatic Duramax. EverettBGMC. Com, 2019 GMC Sierra 2500HD Denali Black, BED LINER, ONE. You can unsubscribe at any time. If that's okay, just keep browsing. More info Disagree Agree. Something went wrong. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab See the seller's listing for full details. Contact the seller opens in a new window or tab and request postage to your location. Please enter a valid postcode. Please enter a number less than or equal to 1. If you don't follow our item condition policy for returns, you may not receive a full refund. Refunds by law In Australia, consumers have a legal right to obtain a refund from a business if the goods purchased are faulty, not fit for purpose or don't match the seller's description. More information at returns. All Rights Reserved. Located in Prescott AZ, and also serving Flagstaff, Cottonwood, Sedona, Camp Verde, Scottsdale, and the greater Phoenix.

Located in Prescott AZ, and also serving Flagstaff, Cottonwood, Sedona, Camp Verde, Scottsdale, and the greater Phoenix. Recent Arrival!. Regular Cab 4x4 Diesel Truck. Carfax Certified No Accidents. Very Rare Truck. Z71 Off Road Package. Custom Wheels, Chrome Step Bars. Long Bed. Don't Worry about Getting out in Public We Can Ship this. See the Owners Manual for more information. Automatic Emergency Braking Daytime Running. To be fair, the writing was on the wall for years with Ford having dropped out of the game in '11 and GM doing the same five years prior. But why have all of the big dogs now pulled anchor on what has traditionally been the backbone of the American work truck. To the Big Three, the answer is easy. It's all about customer demand, and by customer demand they mean sales. Once Ram's manual transmission sales bottomed out, it was likely no longer justifiable to offer the option. Sad but true. Was it an unwillingness to put in the legwork of shifting our own gears that killed off the manual, the lower power rating that often accompanied the standard shift option or are today's automatic transmissions just that good. We think it's a combination of all of the above. Below, we'll highlight the technological advancements that made automatic transmissions more durable, functional and efficient, and that also sent the handshaker to the graveyard. Each vehicle manufacturer spends an inordinate yet necessary amount of time making sure the engine and transmission work in perfect harmony with one another. However, as the bottom line of any automaker is profit, no manufacturer is going to allocate time, resources and money into a dying product. Known for building worldclass medium and heavyduty automatic transmissions for RVs, dump trucks, Class 8 trucks and everything in between, getting the Allison name onboard offered GM a big leg up on the competition when it debuted behind the allnew 6.6L Duramax in 2001.

A fivespeed from '01'05, the Allison gained double overdrive in '06 and the sixspeed version would survive through the '19 model year, with considerable upgrades in strength occurring each time the Duramax received an uprate in power. For 2020 GM HDs, the Allison bolted to the L5P Duramax will offer 10 forward gears. There are no pressure regulators or springcontrolled pistons, but instead a computer the transmission control module, or TCM that is constantly adapting to your driving style in order to provide the cleanest, smoothest possible shift for optimum comfort and drivability. Throughout the life of the Allison transmission, the TCM will even adjust its shift strategy based on clutch wear in order to maximize the overall efficiency of the transmission. The Allison name proved quite enticing for most prospective HD buyers. By the '07 model year, GM canceled the ZF6, the first of the Big Three to kill the manual transmission option. As expected, it did very little to deter anyone from buying one of General Motors' HD trucks. Not only was the ZF6 carried over from the 7.3L Power Stroke, but the 6.0L's lack of lowend grunt meant owners frequently had to start out in the ZF's ultralow 5.791 first gear with any load behind them. Nearing the ZF6 gearbox's maximum input torque capacity—and an unwillingness to develop its own or outsource a different manual transmission—the 6.4L Power Stroke in front of the ZF6 turned out 325hp and 600 lbft vs. Even tougher than the 5R proved to be, the 6R140 featured a beefy 1.18inch diameter input shaft, a 12.6inch diameter twodisc torque converter and was admittedly built with the Allison 1000 as its benchmark. But even better than the Allison, the 6R140 had a true manual shift mode and an earlier lockup event that facilitated better fuel economy and maximized rearwheel horsepower and torque right off idle. With the 6R140 even being offered in trucks as big as Ford's F750s, we'd say the sixspeed TorqShift has been a success.

However, unlike the days of old where the manual transmission afforded you access to the higher horsepower and torque version of the 5.9L Cummins, advancements in automatic transmission technology brought the slushbox onto an even playing field from 2003-2007. Then, beginning with the release of the 68RFE sixspeed automatic in '07.5, the auto became the version to have if you wanted the more powerful version of the 6.7L Cummins. By 2018, only one percent of all 2500 series and one percent of all 3500 model trucks were ordered with the Mercedes Benzsupplied G56 sixspeed manual gearbox pictured above. With a one percent takerate, it was only a matter of time before Ram put the kibosh on the manual option. As a result, the G56 went almost completely unchanged from '05.5 to '18 and was rated for a lower torque input than the automatic option from 2007.5 on. The G56 did come with a 660 lbft rating beginning in 2013 up from 610 lbft, but at the same time the 68RFE auto was rated for 800 lbft and the heavyduty Aisin AS69RC auto for 850 lbft. Unlike those four and three speeds, the 68RFE features six forward gears, no bands and is completely electronically controlled. It offers realtime, adaptive shift and pressure control for seamless operation and its converter lockup and shifting strategy helps protect the transmission in cases of high temperature. The 68RFE also debuted alongside the 650 lbft version of the 6.7L Cummins midway through Dodge's '07 model year. The G56 version was rated for the lower 610 lbft engine. After the release of the commercialgrade Aisin AS69RC automatic in 2013 pictured above, the same transmission that is currently tasked with harnessing the '19 6.7L Cummins' 1,000 lbft, Ram customers still wanting to shift their own gears had to settle for 190 lbft less 660 lbft vs. 850 lbft. That gap would widen even more in '15, '16 and '18 when further torque increases were made for automatic models but not for G56spec'd trucks.

Check out our Boiling Point series here ! Recognizing that every individuals motoring journey is unique, we seek to give form to both untold as well as celebrated facets of the automotive world. We invite you to get behind the wheel with us, its certain to be an interesting drive. Thats why the fastener experts at ARP have developed special bolts that are far superior to OEM hardware. ARP premium grade bolts feature an exclusive, flat 12point head design and larger than stock shank diameter for increased strength and improved flywheel register. Complete with washers and nuts where applicable. Features 750HP and 1300 FtLbs. Best For High Horsepower

Applications Application Note This clutch will only fit models built from 2001 to September 2005. Expertly crafted and designed, the SD Max Con O is a Performance Organic clutch that is incredibly durable and provides a smooth engagement. Customers responsibility to replace. Some OE hydraulic assemblies fight to handle the pressures of a dual disc or stronger single disc clutches, but this hydraulic assembly is up to the task. Designed to improve your clutch pedal performance, the adjustable hydraulic assembly comes as a complete kit and feature a 90 day warranty. Features Complete Kit Quality Construction Backed By a 90 Day Warranty From daily driven street performance to towing, the street dual disc offers maximum holding power with easy pedal effort. The Street Dual Disc Clutch features a uniquely engineered Dampened Center Plate that eliminates rattle and results in a dampened sound. Features Easy Pedal Effort Holds Up To 650HP and 1200 Ftlbs. Application Note This clutch will only fit models built from 2001 to September 2005. The Street Dual Disc is not intended for use in competition applications such as sled pulling. The Heavy Duty Upgrade Clutch has great holding capacity for modified trucks, the only way you will get more holding power is to go to a Dual Disc Clutch setup.

Driving manners are very good for everyday driving and towing. They are not intended for daily driving or street use. If your truck is a general use, all purpose, daily driver, the Street Dual Disc would be your better option. This clutch is built to order and may take an additional 35 days to build before shipping. Please plan accordingly when ordering. This Competition Triple Disc Clutch is rated for up to 1200HP. This Competition Triple Disc Clutch is rated for up to 1200HP. This clutch has a 0 balance and is for use on internally balanced engines ONLY. Some companies also offer higher plate loads as options to the standard plate thus giving the clutch better holding ability than its OE counterpart. The OEM Replacement Clutch is a solid flywheel conversion. There are several different options to choose from depending on your driving habits, horse power, and application. The Street Dual Disc offers more holding power and a wider range of use over a single disc clutch, while retaining similar driving characteristics. With a 3800lb diaphragm style pressure plate quick shifts are still possible while pedal pressure will be just over stock. The Ceramic Street Dual Disc is best suited for daily driven trucks that have performance modifications up to 650HP that do see some racing or hard use. The Street Dual Disc offers more holding power and a wider range of use over a single disc clutch, while retaining similar driving characteristics. The Organic Street Dual Disc is ideal for trucks from stock to 550HP that tow heavy on a regular basis. As an integral part of the automotive supply chain, at this point all call centers and distribution centers remain fully operational to ensure we keep vital service components flowing to vehicles used in transport of goods and emergency response.