

# GAS Ultimate CREC Clutch Delete Install Instructions

Thank you for your purchase of the GAS Ultimate CREC Clutch Delete! You've chosen to no longer be afraid of your CREC/CREH power potential.

Please follow the instructions below to ensure a straightforward, reliable, maintenance-free installation. All hardware is included in the kit, so no extra parts or hardware should need to be purchased for all standard installations, with the exception of coolant or a coolant substitute. Our kit is designed to be 100% bolt on, with no irreversible modifications required.

This installation can be accomplished from the top of the engine bay with the vehicle on the ground, but removal of the supercharger and partial disassembly of the OEM clutch will be required. We recommend consulting an experienced technician before proceeding. Please contact us at [sales@garageautosports.com](mailto:sales@garageautosports.com) if you have any questions before getting started.

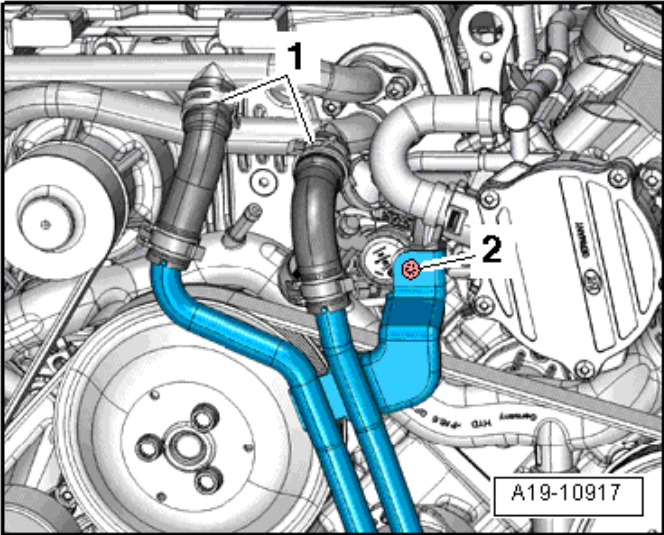
## Required Tools:

- 10/13/16/17mm sockets
- Hose clamp pliers
- Flathead screwdriver
- 10mm triple square socket
- 3/8" torque wrench
- T20 & T30 socket
- 4mm hex/allen socket
- G13 or G12 Evo coolant, 50/50

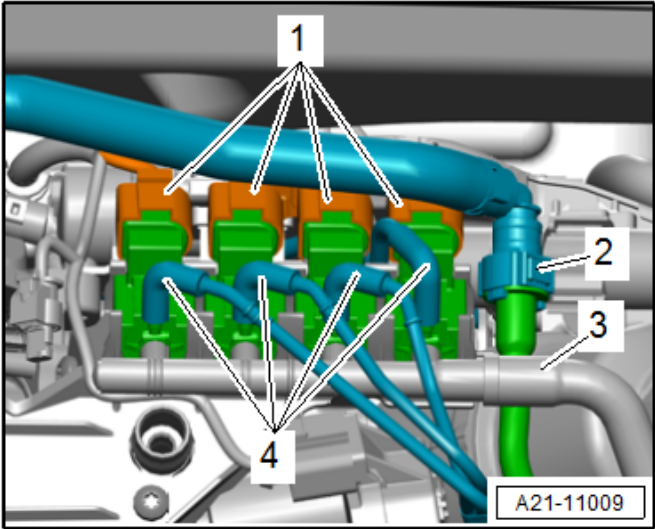
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# 1. Supercharger removal

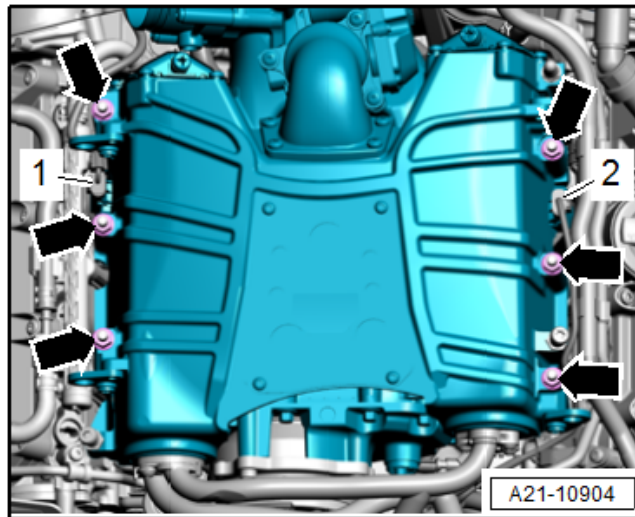
1.1: Remove your air intake & supercharger belt. Remove securing bolt (#2) for the intercooler hoses and clamps (#1) and remove the coolant hoses from the intercoolers.



1.2: Remove all connectors & vacuum lines from the back of the supercharger, as well as connections for the throttle body, purge solenoid, and MAP sensor connections. Take your time as there are a few.

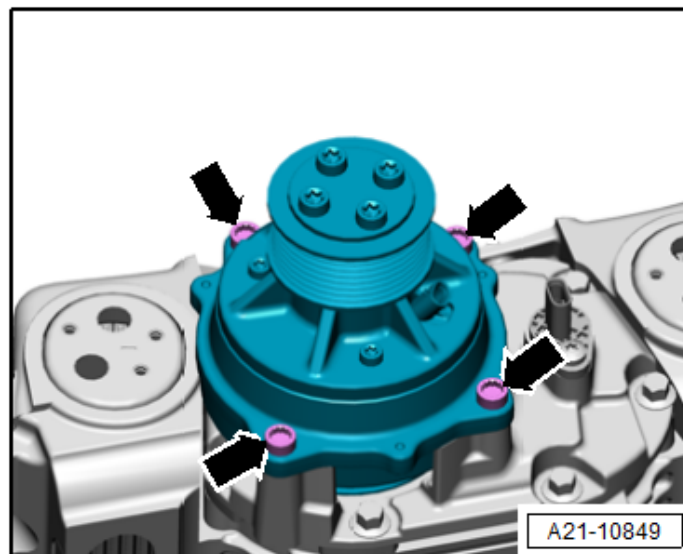


1.3: Remove the 6x 13mm nuts securing the supercharger to the intake manifolds. Lift up on the supercharger slowly to make sure you haven't missed any connections!

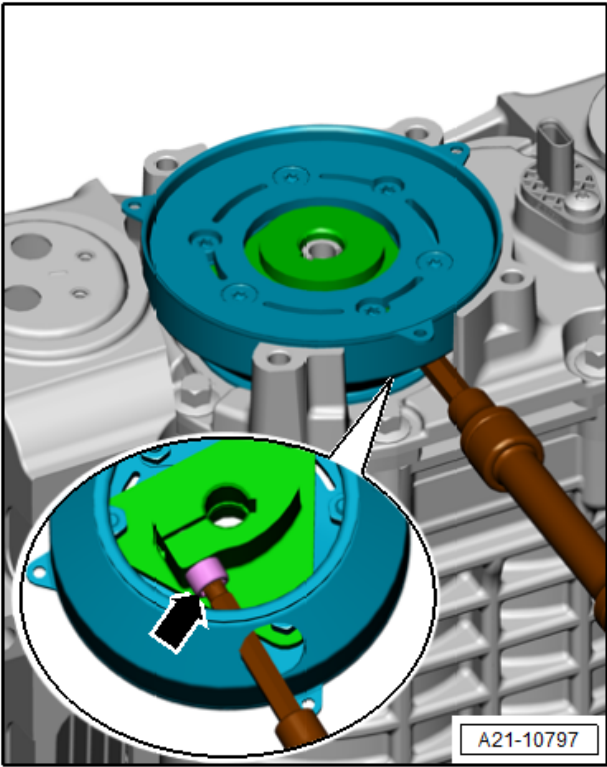


## 2. Supercharger clutch removal

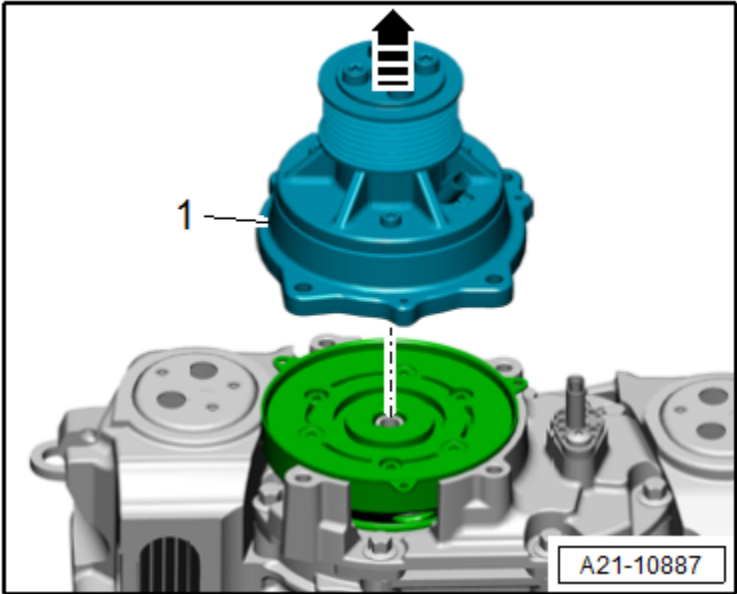
2.1: Remove 4 bolts (arrows). *Note: you will not need to remove your pulley.*



2.2: Loosen the clamping screw under the clutch (10mm triple square). *Note: The clutch is shown half-removed for illustration purposes only.*

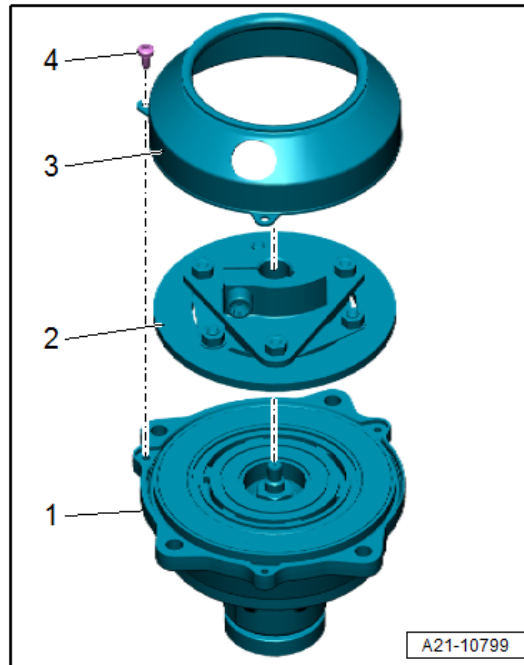


2.3: Remove the clutch assembly upward.



### 3. Supercharger Clutch Disassembly

3.1: Remove the three T20 screws (#4) securing the clutch housing/cage (#3) and remove the cage from the clutch housing, exposing the clutch.



3.2: You may now remove the upper clutch plate. Take note that part of the upper clutch plate will be re-used with the delete, so don't toss anything yet! Remove the three 10mm nuts securing the clamping nut (the triangular steel plate containing the clamping screw) to the upper clutch plate. You will not be re-using this hardware, so set it aside.

3.3: Remove the shaft nut from the factory lower clutch plate using a 16mm socket and remove the lower clutch plate from the housing. *Note: This may prove difficult depending on your mileage. If needed, press the shaft out from the OEM lower clutch using a puller or shop press in order to separate the two parts. Do not use a hammer! Damage to the end of the shaft or threads may result (we know, we tried).*

3.4: Remove the three T30 screws from the front of the clutch housing (on the supercharger pulley side) that hold the magnetic solenoid in place. Remove and set aside the solenoid, it will not be re-used.

## 4. Installing your Clutch Delete

4.1: Install your new GAS Clutch Delete into the OEM housing, guiding it carefully onto the shaft splines. The splines should be a snug interference fit, but not overly tight. Do not hammer the Delete into place! If it's not fully seated, the nut will seat it for you.

Once the Delete is installed on the shaft splines fully, install the provided 10mm washer and stover nut and torque to ~45nm.

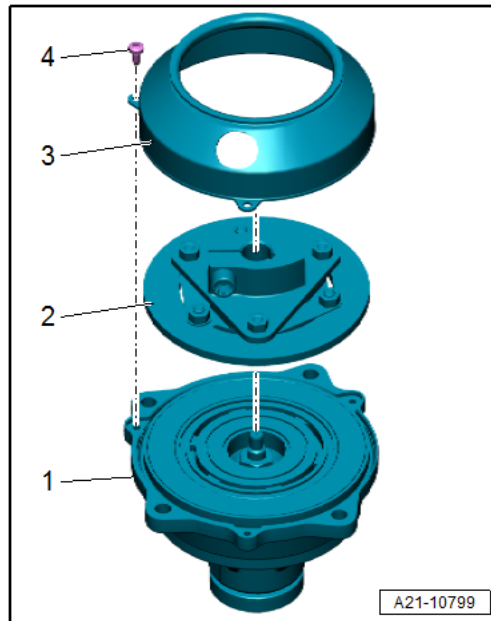
4.2: Install the clamping nut (the triangular part from step 3.2) onto the Clutch Delete using the three provided 4mm hex screws, loctite and spring washers.

Torque the three 4mm hex screws to ~12nm.

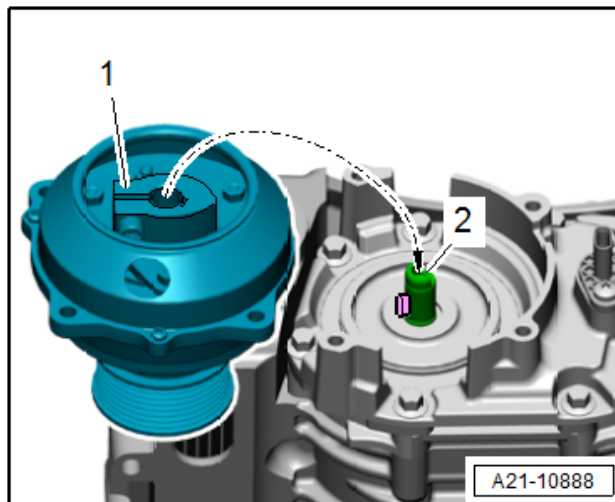


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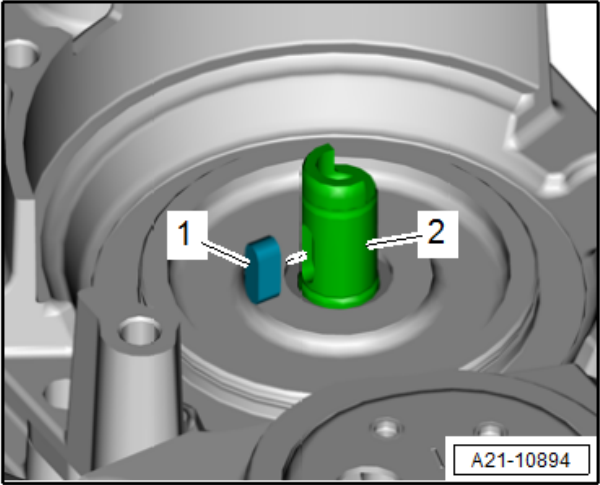
4.3: Re-install the supercharger housing cage (#3) onto the clutch housing using the original T20 screws. Torque to ~3.6nm.



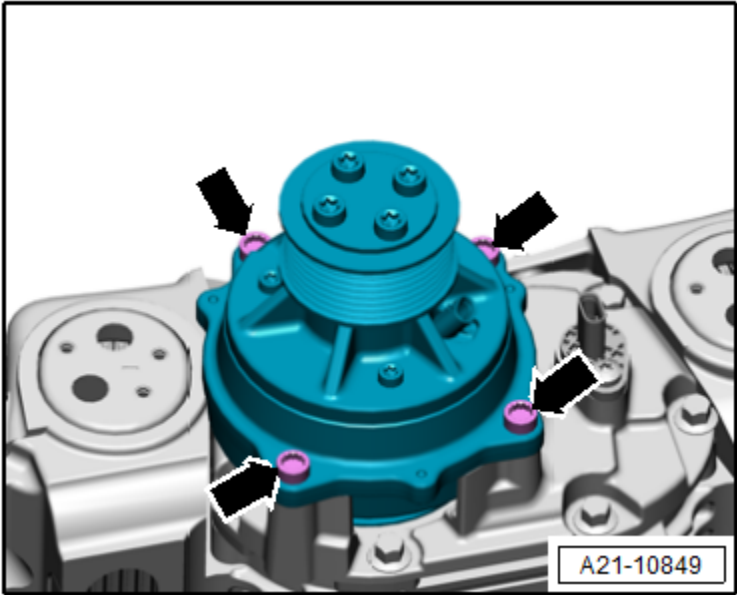
4.4: Install your newly deleted clutch housing back into the supercharger, taking note of the clamping screw (#1) orientation. You will need access to this screw to torque it upon re-assembly. Be sure to line up the woodruff key on the charger during installation.



Note: Make sure your woodruff key (#1) didn't leave the chat before installing!

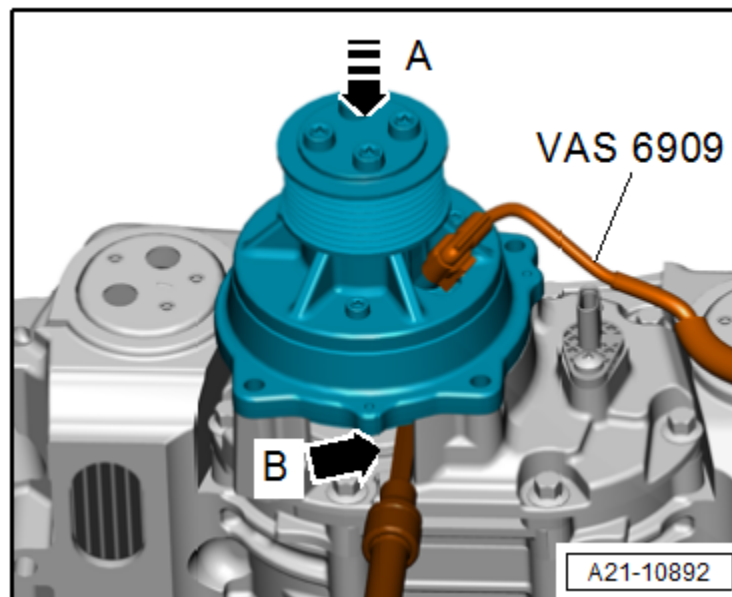


4.5: Re-install the four 10mm triple square screws (arrows) to secure the clutch housing onto the supercharger and torque them to 20nm.





4.6: Torque the clamping screw under the housing (B) to 20nm. Ignore the VAS 6909 tool, it is not required due to the lack of a magnetic solenoid.



## 5. Supercharger Re-Installation

Re-install the supercharger in the reverse of the instructions from section 1. Re-fill your cooling system and follow proper supercharger bleeding procedures. Failure to bleed your intercoolers fully will result in excessively high IATs.

Relevant torque specifications:

- Supercharger to intake manifolds (13mm nuts) - 20nm
- T30 screws securing external brackets/sensors - 9nm
- Supercharger bleeder screws - 1.5 to 3.0nm
- Throttle body to supercharger - 10nm

Congratulations! You are now the proud owner of a reliable CREC/CRED/CREH! Go get tuned and set some records, and remember to show us some love on your local forums.

[www.garageautosports.com](http://www.garageautosports.com)