



Service Info



Dual mass flywheel

General handling notes

In comparison with the rigid flywheel, the dual mass flywheel (DMF) consists of multiple, perfectly coordinated components that, despite their closed design, can be affected by external influences. Incorrect handling can damage the DMF, resulting in premature malfunction and complaints about noise and vibration.

For this reason, please pay attention to the following points when handling the DMF:

A DMF that has been dropped must not be refitted again!

Dropping a DMF can damage the ball bearing or plain bearing, bend the sensor ring or cause increased imbalance.

Turning the friction surface of the DMF is not permitted!

Weakening of the friction surface means that the required burst speed is no longer guaranteed.

In a DMF with plain bearings, the secondary flywheel must not be moved with great force in the axial direction!

This action may damage the membrane inside the DMF.

The friction surface on the DMF must be cleaned with a cloth that has been moistened with a degreasing cleaning agent!

No cleaning agent must be allowed to get into the DMF! This is the reason why cleaning the DMF with a high-pressure cleaner, in a part washing machine, under the direct influence of cleaning sprays and with compressed air is not permitted.



Image 1: LuK DMF with a detent pin as the transport fastener

Use the correct bolt length to secure the clutch!

If the bolts in use are too long, they grind against the primary flywheel and make a lot of noise or block the DMF. The ball bearing or plain bearing can also be damaged or moved out of its seat.

Always use new fixing bolts!

The dual mass flywheel is usually fitted with special bolts that can only be used once.

Do not remove the DMF transport fastener!

Some DMFs are blocked ex works with a detent pin (image 1). This detent pin must not be removed manually because individual components may accidentally fall inside the DMF as a result. The first time the engine starts, the detent pin is sheared off automatically at a predetermined breaking point. The parts from the plastic fastener remain firmly in the flywheel.

Observe the specifications of the vehicle manufacturer!

Spare parts and technical information can be found under www.schaeffler-aftermarket.com or www.RepXpert.com

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