



TECHNICAL SERVICE BULLETIN NO. 2523

FLYWHEEL MACHINING

Flywheel resurfacing is critical to clutch performance and longevity. It is extremely important to restore the proper step dimension where applicable. Dimensions for maintaining the proper step can be found in the ARI Clutch catalog, Alldata or Mitchell on Demand. There is no specification for maximum machining of a flywheel. However, the amount of material a flywheel is machined can vary anywhere from .005 to .050 of an inch, depending upon its condition. Removing too much material from the flywheel can cause release problems. The clutch set up geometry is changed as the overall thickness of a flywheel is reduced; in fact, the clutch assembly is moved further away from the release bearing.

Flywheel shims are often available to solve this problem. ARI does **NOT** recommend this procedure. Shimming will not allow the starter drive to engage the ring gear properly. Use of flywheel shims could encourage installation of a flywheel that is too thin and flywheel balance could be compromised. Lack of structural integrity may cause a "thin" flywheel to explode.

ARI recommends using one of their Quality Remanufactured Flywheels with each clutch installation.

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