TECHNICAL SERVICE BULLETIN

NO. 2520

TESTING DUAL MASS FLYWHEELS

Dual Mass Flywheels should be inspected and tested each and every time the clutch is replaced. If the customer complaint was slippage and the old clutch is still in pretty good shape…suspect a bad flywheel.

INSPECT:

1. Friction surface for cracks and "hot spots"
2. Plastic spring retainers for signs of excessive heat (melting) or cracking.
3. The flywheel should not rattle.
4. Pilot bearing. ARI recommends replacing the pilot bearing with any clutch replacement.

TEST:

You will need to make a special tool to test these flywheels. Make the tool to attach to the center hub of the flywheel. It can either have drive pins to insert into the hubs mounting holes or you may just drill & tap several holes in the proper mounting pattern in your tool so that it can be bolted to the flywheel. You must be able to attach a torque wrench to this tool (weld an old socket).

1. Bolt the flywheel friction surface to a bench using the mounting holes for the clutch cover or leave the flywheel mounted in the vehicle and lock in place with a flywheel wrench.

2. Using your special tool and a torque wrench try to rotate the flywheel. The minimum torque you should have before the flywheel slips is as follows:

FORD 6.9L & 7.3L with 11" clutch	370 ft. lb.
FORD 7.3L with 12" clutch	425 ft. lb.
GM 6.5L	440 ft. lb.

If the flywheel slips before these torque reading are reached, it must be replaced.
If you can compress the springs so that the rubber bumper stops touch before these torque reading are reached, the flywheel is good.