

Importance of Flywheel Machining



TBI_flywheel

LuK recommend that all flywheels are refaced at point of clutch change.

The surface condition of the flywheel wear face and clutch pressure plates when new have an open textured, ground cast iron surface finish which is usually flat to within 0.01mm. During the service life of the clutch, the rate at which the cast iron faces wear will vary across its width causing considerable out-of-flatness and will often be accompanied by deep grooving. Additionally, the repeated heating and subsequent cooling of the pressure plate and flywheel wear face, which occurs every time the clutch is slipped during engagement, will cause the surface of the cast iron to become hard and take on a polished, shiny appearance. In this condition, the cast iron wear face offers a far lower friction value to the clutch disc lining than it would if it was in a new condition.



Even though a used flywheel may have the appearance of being perfectly flat, always have it machined to remove the hard surface, and restore it to the same finish and friction value, as the new clutch pressure plates to be installed.

When refacing a flywheel it is essential that any location steps and pot depths are re-established to the correct dimensions to ensure correct operation of the clutch.



The friction material used on tractor clutch plates is designed to offer sufficient friction when clamped between the clutch and flywheel to enable the engines torque to be transmitted through the transmission to the drive wheels, both in a full load condition, and when starting off from rest. This can only be achieved if the mating wear faces are in good order.

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