

## Service Info Installation notice

## Dual-mass flywheel (DMF) for wet dual-clutch transmission

Manufacturer: Audi

Seat ŠKODA Volkswagen

LuK DMF:

Vehicles with a wet dual-clutch transmission use a special design of DMF. It differs from the standard design where the secondary mass with an integrated friction surface replaced with a flange. The flange transmits the engine torque through a splined connection with the dual-clutch.

That spline then operates under optimal conditions only when the transmission is mounted to the engine with nearly perfect alignment.

Damaged, deformed or missing gearbox dowels, as well as components trapped in the area of the bell housing surface can result in angular or radial offset when installing the transmission. This subjects the spline to very high loading, which, over the long term, can cause premature wear and noises at idle.



Fig. 1: Some grease should be applied to the inner spline of the DMF every time it is serviced

When replacing the DMF, Schaeffler Automotive Aftermarket recommends observing the following points:

- Always replace the pilot bearing (included in the new DMF package)
- Clean the spigot and the spline of the dual-clutch and check them for wear; replace them if any damage is found
- Apply some high-temperature grease to the spline of the DMF (Fig. 1). The lubricant should comply with the specifications of vehicle manufacturer. If no information can be found, a heatresistant, aging-resistant, high performance grease with MoS<sub>2</sub> (e.g. Castrol Olista Longtime 2 or 3) can be used
- Damaged or missing gearbox dowels must be replaced
- Check for correct seating of the gearbox mounting plate on the engine and replace if damaged
- Use only a suitable lifting device during removal and installation of the transmission; connect the engine and the transmission gradually by hand until the housings come into full contact, and only then fit the bell housing bolts

Please observe the vehicle manufacturer specifications!

## You want more? We can help!

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