

Frequently Asked Questions

TSB-VSUK-FAQ Dual Mass Flywheels

FAQ – Dual Mass Flywheels

Q: Can I rework / resurface the secondary flywheel on a Valeo DMF if it's found to be scored or has slight surface damage?

A: The answer is a definite **NO**. Any rework, more specifically removal of metal by "re-skimming" the secondary flywheel will affect the critical balance of the unit - **Just replace it!**

Q: Can I reuse the existing DMF mounting bolts off my vehicle to install a new DMF?

Unfortunately you can't. The reasoning for this is that these bolts are what is known as Torque – to – Yield fasteners (TTY), which have the advantage of being smaller sized than conventional retaining bolts (but will maintain the same clamping force). However, the downside is they will lose their elasticity (become elongated) after use and therefore **must be replaced with new bolts**. Another example to where this applies is cylinder head bolts.

Q: What is the lifetime of a DMF? Also, during a routine clutch replacement, can I keep the DMF but just replace the clutch kit?

A: With regards to the longevity of a DMF, it is impossible to say how long it will last because there are numerous factors to consider. For example, how the vehicle is driven, the environment the vehicle has to work in,

the frequency of engine stop / starts, the amount of load applied to the DMF etc. Needless to say it's not a precise science. Valeo recommend to thoroughly examine the DMF on every clutch overhaul and if there is any doubt, replace the unit.

The Valeo guidelines for checking tolerances / specification (referring to Valeo Flywheels) are as follows: **Please note all measurements carried out on the flywheel should be done with the flywheel placed on a level working surface (removed from the crankshaft); otherwise the readings will be incorrect.**

- **Tilt measurement** - also referred to as "on the rock" – check the free movement of the secondary flywheel in relation to the primary flywheel is:

With Bush **Bearing - Max 2.6 mm**
With Metal **Bearing - Max 1.2 mm**

- **Secondary flywheel free-play angular measurement:** Recording the measurement of free movement when the secondary flywheel is rotated fully clockwise to a preload stop (elastic reaction of the springs) and then rotated fully anti-clockwise to a preload stop (elastic reaction of the springs).

The maximum acceptable angle is 15° which represents up to 6 teeth of the ring gear.

If you have any queries or require further advice on this subject please do not hesitate to call the Technical Hotline on 01527 838300 Option 2 and ask for the literature on Valeo Scope DMF.

Q: Is there an alternative to a DMF as I don't want to go to the expense of replacing it?

A: Valeo do offer what is known as a conversion kit, which essentially replaces the DMF configuration with a solid flywheel.

In the majority of applications the conversion kit consists of Flywheel, Cover, Drive Plate, Mounting Bolts and Release Bearing (in some applications a Release Arm is also provided). However, there are a few exceptions where a Concentric Slave Cylinder (Central Slave Cylinder) has to be acquired separately to complete the kit.

The main advantages of this product are:

1. It removes the need to replace expensive worn or deteriorating DMF's on future clutch replacements.
2. Due to the excellent long dampening characteristics of the Drive Plate, it gives excellent drive line vibration suppression and longevity.
3. Valeo has currently 105 active conversion kits in our range.

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