LuK Service Info

Dual mass flywheel for clutch modules

Increased play in the bearing arrangement

Manufacturer: Audi

Models: A4, A5, A6, Q5

Transmission: 6-speed manual

The vehicles listed above use a clutch module. It comprises the pressure plate, the clutch disc and a dual mass flywheel (DMF) with a drive plate. The module is placed in the transmission bell housing prior to installation of the transmission (Fig. 1) and later secured like a torque converter to the drive plate of the engine.

While removed from the vehicle, there is more play in the bearing of the secondary mass than with a conventional DMF.
The reason for this is the modified bearing arrangement of the masses. Unlike with a standard DMF, the bearing of the secondary mass is not supported by the seat of the primary mass, but rather by the input shaft of the transmission. Until the module is installed in the vehicle, that bearing seat is absent, thereby making the play seem excessive. The bearing arrangement will achieve near-zero play only after the clutch module (Fig. 2) has been installed and is guided by the input shaft of the transmission.

Any differences in this regard between this DMF and those of other manufacturers are strictly design-related and do not affect function.

Due to the arrangement and design of the DMF, a test with the LuK special tool Art.-No. 400 0080 10 not possible!
Further information about the clutch module can be found at: www.repxpert.uk

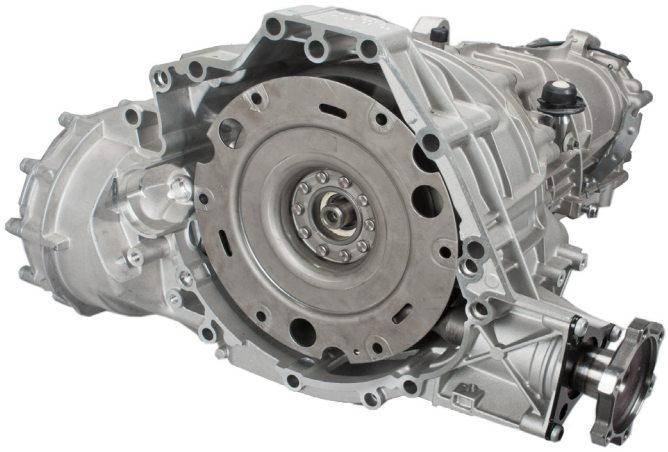

Fig. 1: Transmission with clutch module installed

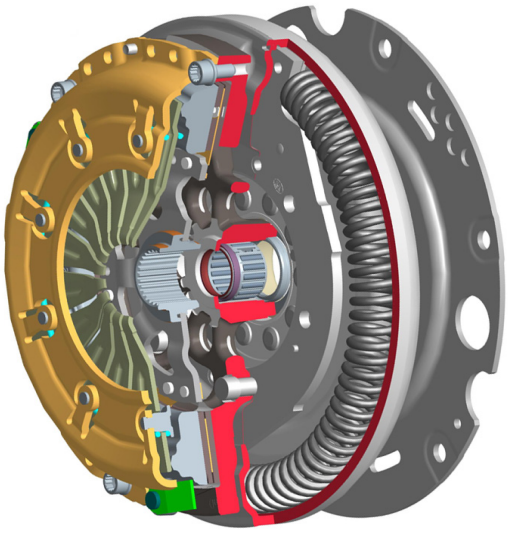

Fig. 2: A needle bearing on the input shaft of the transmission guides the secondary mass

Please observe the vehicle manufacturer specifications!

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Phone: +44 (0) 1432 264 264
Fax: +44 (0) 1432 375 760
aftermarket.uk@schaeffler.com
www.repxpert.co.uk

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