

Flywheels · Inspection and resurfacing

1 / Inspection and measurement

A flywheel in good condition is essential for clutch operation. Resurfacing restores flatness and removes overheating marks caused by clutch slip. Replace a flywheel with cracks, severe wear or serious damage.

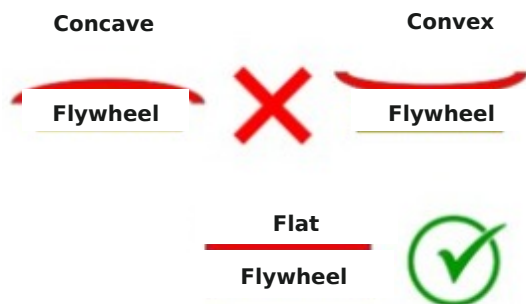
Minor wear or shallow grooves may be resurfaced. Consider previous machining: a flywheel that has become too thin can cause clutch slip.



Examples of wear and overheating marks.

1. Flatness. Use a straightedge to check that the friction surface is neither concave nor convex. Either condition can cause slipping or vibration.

2. Flat flywheels. Verify uniform thickness at **at least six points**. Uneven resurfacing can cause failure to disengage, slipping or vibration.



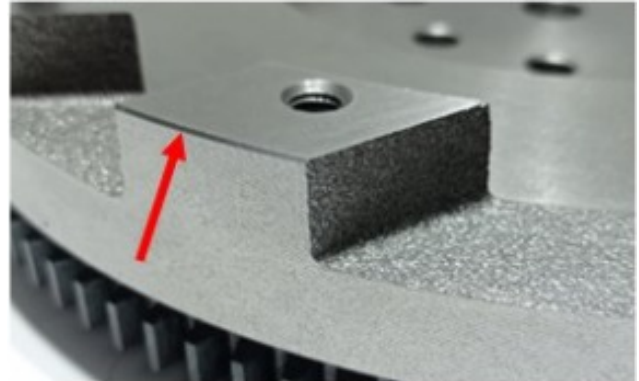
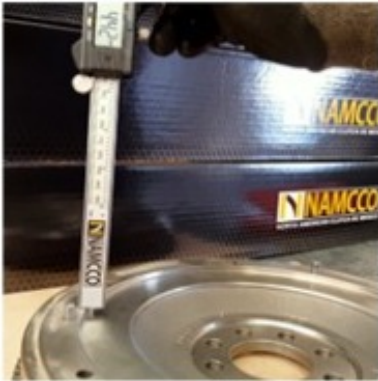
The surface must be flat; measure at six reference points.

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2 / Step, recess depth and replacement

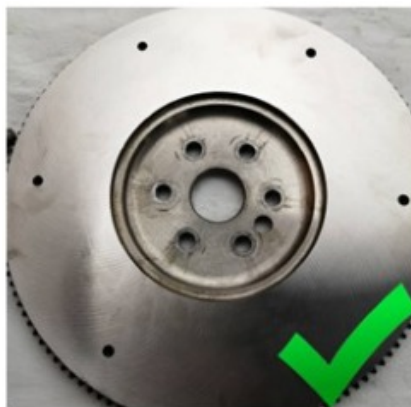
3. Stepped or recessed flywheels. Use a vernier depth gauge to check the relevant dimension. Confirm uniformity at six reference points.

4. Chamfer. On recessed or stepped flywheels, check that the chamfer is still present. If it is missing, the flywheel is out of dimension and must be replaced; it can cause clutch-release problems.



Vernier measurement and chamfer detail.

Deep cracks that cannot be removed by resurfacing require replacement. A badly damaged dual-mass flywheel must also be replaced.



Comparison of a surface in good condition and a severely damaged surface.