



# CLUTCHTECH



## TSB-GM12 Dual Mass Flywheel (V6 Engine Only)

Applies to ClutchPro kit: KGM24004  
KGM24504

Type: Spring dampened internally, the transmission side being recessed to accommodate the clutch assembly.

Specifications for Checking: Rotational Free play maximum, including length tolerances and heat setting losses.

Degrees: 11°

Distance: 27mm at the outside diameter (281.3mm) of the secondary side of the flywheel assembly

Inspect: Inspect flywheel ring gear for cracks and badly worn or damaged teeth

Note 1: If any condition rendered the ring gear unserviceable complete dual mass flywheel MUST be replaced.

Note 2: If ring gear tooth damage is found, the starter motor pinion gear teeth must also be checked for damage.

Inspect the clutch driven plate face of the dual mass flywheel for scoring or excessive heat damage. While some evidence of heat cracks can be ignored, should the surface be considered unserviceable, then the flywheel MUST be replaced as an assembly.

Check the rotational free play between the engine and transmission sides of the dual mass flywheel. Should the amount of travel exceed specification then the flywheel MUST be replaced as an assembly.

### Bolt Torques

Clutch pressure plate cover to flywheel (V6 Engine)

28 - 35Nm

Flywheel to crankshaft mounting bolts (V6 Engine)

Step 1: 18-22Nm

Step 2: Turn a further 80° - 90°

Please note; The V6 engine is an externally balance engine and the dual mass flywheel is weighted accordingly to eliminate any engine vibration, this means the flywheel can only be bolted to the engine crankshaft in 1 position with 2 mounting holes offset to ensure correct flywheel positioning.

Incorrect fitment of the new dual mass flywheel to the back of the engine will result in a harsh engine vibration.

### LEADING BRANDS

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