

Dual Mass Flywheels (DMFs)

Dual mass flywheels (DMFs) are fitted to many vehicles; they eliminate excessive transmission noise, protect the gearbox from damage, reduce gear change/shift effort, and increase fuel economy (as the engine works at a lower rpm).



The DMF acts as a damper between the crankshaft and the input shaft on the gearbox. DMFs are made of two parts connected to a central friction ring that allows slip between them.

DMFs work by having a set of springs inserted between two rotating masses; the slip is cushioned by a set of torsional springs that smooth out irregular torque pulses from the engine. The springs are sized to absorb some of the resonant vibration from the diesel engine under load conditions. These irregular torsional forces can cause excessive transmission noise, difficult gear change operations and increased wear to the drivetrain components.

All DMFs wear out over time and they need to be replaced at equal intervals to the clutch. EXEDY recommends that if the clutch is being replaced, the DMF should also be replaced.

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