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TECHNICAL REPORT

Ajulock (75000500) thread
locker on flywheel bolts



01 introduction

In this technical report we are talking about **engine oil leaks** when replacing the flywheel and/or replacing the crankshaft oil seal.

The **flywheel** is a mechanical element that stores rotational energy, it continues its motion by inertial movement when the torque that propels it ceases. The clutch is also housed in the flywheel, and both form the **inertial mass**.

It also houses a ring gear in which the starter motor engages when the key is turned.

There are two types of flywheels:



01 DUAL-MASS FLYWHEEL

It is composed of two concentric flywheels, one of them is attached to the transmission and the other to the crankshaft. And between them a helical spring that allows the oscillation between them.

They are usually assembly on the output side of the crankshaft and are responsible **for connecting the engine with the clutch**, ensuring smooth operation of the mechanics.



02 NORMAL FLYWHEEL

The wheel is solid and without damping system.



02 assembly

Normally when it is replaced by a new one, we should not pay more attention in the assembly, as long as new screws are used, since they have their own fastener



When the repair involves **reassembling the used flywheel** (for example, replacement of crankshaft seals due to oil leaks) we must take into account the application of **Ajulock thread locker** Ajusa **75000500** (for more information consult [TIP 111](#)) on the flywheel screws.

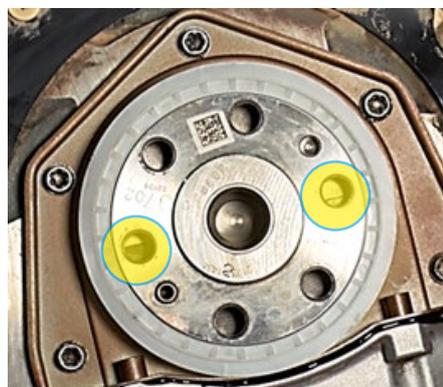
As it not only serves to retain the screws, but also **prevents oil leakage** through the threads themselves, since in some crankshafts the screw threads are not blind, but through, they are in contact with oil from the Carter.



01 BLIND HOLES CRANKSHAFT



02 THROUGH HOLES CRANKSHAFT



You can see through them the connection of the engine block bedplates.

In repairs when disassembling the flywheel it is easy to find oil leakage through the **screw housing** at the bottom of the flywheel (in some engines there is an oil backwater in the lower part of the flywheel).

If any repair involving the disassembly of the flywheel is carried out and these precautions are not taken into account, it can **lead to a loss of oil** in the gearbox area, which is not due to the oil seal.

