Technical Bulletin

9/03

Diagnosing Flywheel/Flexplate Failures

AERA Members have reported evidence of flywheel/flexplate cracking on various, different engine applications. The cracking on these flywheel/flexplates can be seen either around the crankshaft or torque converter bolt hole patterns. In severe situations, the outer portion is completely separate from the mounting area.

The following causes for cracked flywheel/flexplates are for you to consider while diagnosing failures:

1) Not installing flywheel/flexplate assemblies perpendicular to the rear crankshaft flange.

2) Out of balance engine or torque converter.

3) Too much crankshaft end play due to excessive wear on the thrust bearing.

4) Bad starter drive can cause teeth or ring gear to wear rapidly or break off. Teeth can also break when engine is running and the starter is engaged.

5) Worn out front pump bushing in the automatic transmission.

6) Failure to torque bolts to proper specification and in proper sequence.

7) Some applications may require starter shims to be used. If these shims are not used when the starter is installed, improper alignment could occur and damage to the flywheel will result.