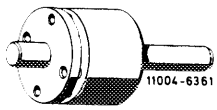
Data

Flywheel for	Engine	Balancing holes max. depth	Drill dia.	Hole circle dia.
Manual transmission	615,616	25	11 9	270 and 242 270
Manual transmission	617	30	11	270
Automatic transmission	all	through-holes	11 9	251 252

Special tool

Balancing drift (flywheel for automatic and manual transmissions)		617 589 00 63 00

Commercially available tool

Roller type EO for static balacing	Trebel, 4030 Ratingen

Note

For engines 615 and 616 the crankshaft, balance plate and flywheel are balanced as one assembly.

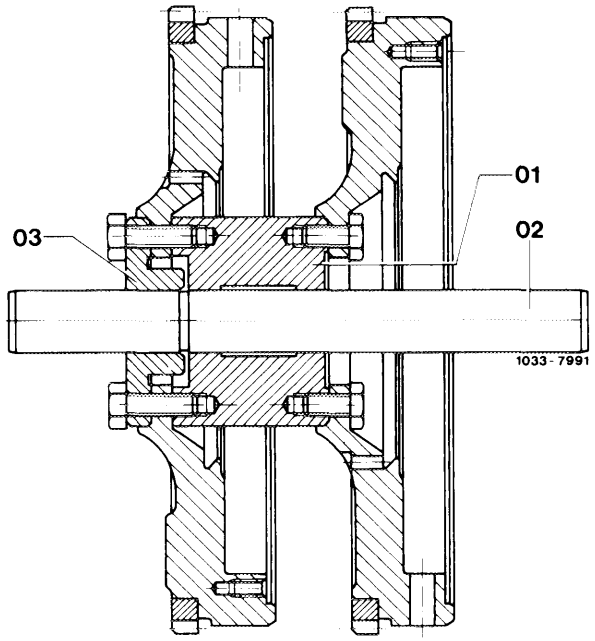
In contrast, engine 617 is balanced as a whole, i.e. the entire engine is balanced on a balancing machine (03–450).

Since this balancing operation cannot be executed in a repair shop, and as engine balance has to be maintained as well as possible, it is necessary to adjust the balance of a new flywheel to that of the old one. This applies equally well to new flywheels for engines 615 and 616.

Static balancing

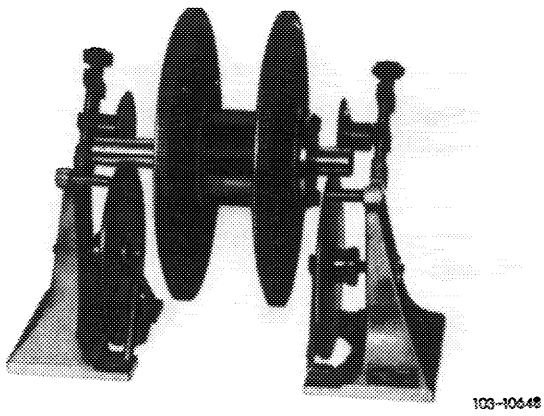
1 Lay old and new flywheels on one another so that all holes agree and both clutch surfaces are pointing in the same direction.

2 Insert balancing drift and bolt new flywheel to old one, set off exactly by 180°.



01 Mounting
02 Shaft
03 Centering plate

3 Allow balancing drift with two flywheels to settle down on roller.



4 Any unbalance can be corrected by drilling holes in the "heavy" side of new flywheel until both flywheels stop at any position without swinging backward or forward.

Caution:
Be sure to observe hole circle diameter, drill diameter and maximum drilling depth.

The dust holes (arrows) must not be drilled open.