

9m 964 & 993 DMRF

Dual Mass Replacement Flywheel

The 9m DMRF was conceived as a lower mass, solid steel replacement for the original dual mass flywheel to provide a more cost effective and driveable performance part to the commonly used 964RS LWF assembly.

The 9m DMRF is a direct replacement part and is fully compatible with the original clutch assembly & bolts. The reduced weight of the 9m DMRF lowers the inertia of the crank and flywheel assembly which improves response and acceleration and provides faster rpm matching during gear changes.

The trade off in having any solid flywheel (9m DMRF or 964RS LWF) is that engine torque fluctuations will be transferred to the transmission under high load & low engine rpm conditions (typically 5th gear, 1,500 to 2,500rpm). The torque impulses cause “gear chatter” between the loose, unselected gears. This is normal and does not cause damage to the transmission. The noises are expected, may be heard in the car but quickly abate once engine speed increases or load reduces.

Whilst every effort is made to deliver the part in perfect condition, prior to installation we recommend the 9m DMRF is thoroughly checked for possible damage. Once unpacked please visually inspect for damage, paying particular attention to the ring gear & trigger teeth and all mating faces.

964/993RS flywheel bolts must be used Part number 928 102 151 02 everything else is standard original Dual mass applicable parts. De-grease the flywheel friction face prior to installation of clutch.

If replacing a clutch at the same time as the 9m flywheel you have an option to fit a sprung friction plate from the RS 996 116 015 35. This is not essential but recommended however the original clutch kit can be utilised

Tightening torques:

flywheel to crank bolts = 85Nm (63lbft)

clutch to flywheel bolts = 23Nm (17lbft)