

Technical Bulletin

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Mitsubishi Mainshaft Flywheel (spigot) Bearing Failure

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We have encountered several cases of flywheel (spigot) bearing failure on some Mitsubishi models.

The flywheel should be carefully checked or replaced when installing a new clutch assembly.

The following points should be noted during routine clutch replacements:

A seized flywheel bearing may cause the transmission input shaft bearing to spin and wear inside the bearing race or the outer bearing casing to spin and wear inside the flywheel.

Flywheel bearing failure will often cause transmission input shaft bearing failure and misalignment damage to the clutch assembly.

The bearing is pressed into the flywheel with an interference fit. Care should be taken when installing this bearing. Ensure the race is not 'pinched' when fitted.

It is advisable to replace the flywheel bearing as a precautionary measure whenever the clutch assembly is removed.

Picture showing wear between the transmission mainshaft and the inside of the bearing inner race, due to the bearing seizure.



Three flywheel bearings are available from Blue Print:
ADC43399 (40mm), ADC43398 (35mm), ADC43397 (32mm)

Between them, these bearings are suitable for the following Mitsubishi UK specification and Japanese Import model types:

Pajero V24, V44, V47, V26, V46, V23/V43, V25/V45, V55, V34, V21

Shogun V24, V44, V23/V43, V26/V46, V25/V45, V68/V78, V64

Shogun Sport K96W

Shogun Pinin H66

L200 K74, K64, K76, KB4

L300 L032 P02/P12, P03/P13, L039, P05/P15

Challenger K96W, K94W, K97W

Strada K74

Delica P*8W, P*SW

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