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RTMG Performance DSG DQ250 Dual Mass Flywheel without Extra 3 Bolts for 2.0 TFSI EA113

Cena brutto	**6 570,00 zł**
Cena netto	**5 341,46 zł**
Numer katalogowy	**RTMG-901-1333**

Opis produktu

A special edition for racing use of the EA113, featuring 3 additional holes on the crankshaft for improved torque transfer and to prevent failure of the crank-to-flywheel fastening bolts. Drilling 3 extra holes on the crankshaft is required to fully utilize this flywheel, but it can also be installed using only the 6 OEM holes *Important* in order to milling your crankshaft you must sent it to our headquarters. The worlds first DSG DQ250 chromoly dual mass flywheel, offers you high performance, best longevity, enhanced throttle response and it is balanced with absolute precision. Presentation and Benefits of the RTMG PERFORMANCE Dual-Mass Flywheel Another innovation in DSG automatic transmission systems from RTMG PERFORMANCE. The benefits of a dual-mass flywheel compared to the previous generation single-mass flywheels are significant. The importance of having two masses in the flywheel lies in smoothing out the explosions created by the combustion of the pistons during the third stroke of ignition. In a four-cylinder TSI or TFSI engine, there are four powerful combustions in a full cycle of 720 degrees (two rotations), corresponding to the engine's power output. These piston explosions, which generate a reciprocating motion, are transformed into rotational motion through the crankshaft, and this motion is then transferred to the flywheel. The dual-mass flywheel acts as a damper for these vibrations. Through its springs, it prevents the peak combustion forces from being transmitted to the gearbox. By smoothing out these forces, smooth power transmission from the engine to the gearbox is achieved, leading to longer component life and preventing the gears from wearing out. The manufacturer designed the dual-mass flywheel for the DQ250 gearboxes to handle up to 420Nm of torque for daily use. But what happens beyond that? When the torque exceeds 420Nm, the springs inside the factory flywheel reach their limit, and the combustion forces beyond this point hammer the entire drivetrain—from the crankshaft and bolts to the gears, axles, and finally to the tires. The factory flywheel was not designed to handle hybrid or big turbo setups, slick tires for launches, or 10,000 RPM. As enthusiasts of vehicle performance and having experienced repeated issues with the DQ250 transmissions in our own 2.0 TFSI race car, we decided to find a solution. Our engineers’ mindset is to design something that enhances performance with better mechanisms and materials. In the new flywheel we designed, we set the bar high in terms of quality, durability, and longevity, allowing it to handle from 770Nm to 1200Nm of torque. It was tested and developed in our own race car. Proof of its success? We managed to break the European record with a 7.8-second run using a 2.0L TSI engine, reaching nearly 300 km/h at Santa Pod Raceway in England in 2022. This achievement motivated us to further invest in this product, as it ensured smooth operation without damage to the transmission, leading us to become European champions. Our latest version is made of high-strength chromoly steel (42CrMo4), and the splines undergo thermal treatment for maximum durability. The springs are twice as strong as the factory ones, but the key improvement is the progressive spring design. The initial springs are softer, allowing the flywheel to operate smoothly at lower loads. Another advantage over the factory flywheel is that ours is modular, meaning it can be serviced or upgraded for even more torque if needed. The new floating design prevents the springs from contacting the moving masses, ensuring smooth operation and longer lifespan of the assembly. For those seeking ultimate performance, every component is dynamically balanced to 0.01G, and the overall weight is 20% lighter than the factory flywheel. Additionally, the internal Teflon components make our dual-mass flywheel more stable at high RPMs, preventing resonances and lateral vibrations. Another very important advantage of our reinforced flywheel is that, since the reinforced springs do not fully compress under higher torques compared to the factory ones, it prevents the bolts between the flywheel and the crankshaft from breaking, as all the impact forces are absorbed by the reinforced springs. The springs operate in a lubricated environment, ensuring that the entire assembly works harmoniously during accelerations and decelerations, whether in racing conditions or daily use. Welcome to the next generation of performance products by RTMG PERFORMANCE. It has harder springs than the factory receiving more torque helping the transmission system in extreme conditions. It is divisible helping to maintain it over time. Dynamic balance 0.01g can performance the maximum horsepower at hi rpm. Tested at fastest 7second IBIZA 2.0L with EA888 engine and DQ250 transmission. Designed and Manufactured in Greece

with high technology 5-axis CNC machine. Weight: 8.20 kg For a proper fit on the crankshaft, and because the crankshaft guide is often worn, the flywheel comes with a slightly smaller hole (0.02mm). It may require slight sanding with sandpaper to achieve a perfect fit. The precise fit between the flywheel and crankshaft is crucial at high RPMs, as it ensures perfect balancing of the entire assembly. ATTENTION: ITS ALREADY BALANCED WITH ADVANCED BALANCING METHOD, PLEASE NOT TRY TO BALANCE THE FLYWHEEL AND REMOVE MATERIAL !!! * Suggested for daily and racing use with high boost applications.