



WARNING



Not following the instructions below may result in damage of the product supplied by us and refusal of the claim due to improper installation of the product.

REPLACE THE DUAL-MASS FLYWHEEL ONLY AFTER A THOROUGH DIAGNOSIS

When drivetrain noise arises, the dual-mass flywheel is often suspected as the culprit. However, it's important to exercise caution because these noises may not always originate from the flywheel itself. They can be caused by other vehicle components or chip tuning effects. To identify the source, carefully inspect various elements and address potential causes. If the noise persists, consider replacing the dual-mass flywheel.

NOISE DURING STARTUP:

- > Read error codes, verify actual parameters
- > Check the battery under load (using an appropriate diagnostic tool)
- > Measure voltage drops on ground and power lines
- > Check the main ground connections to the body (possible corrosion, loose screw)
- > Check the proper operation of the starter (e.g. engine speed at least 300 rpm)
- > Check the correct operation of the engine and the condition of the gearbox bearings and their seating
- > Check the accessory drive system (possible wear of the tensioner, OAP, pulley)

NOISE WHEN IDLING OR UNDER PARTIAL LOAD:

- > Read error codes, verify actual parameters
- > Check the mixture adjustment process and the ignition system
- > Assess the condition of rubber elements: suspension system, exhaust, engine and gearbox
- > Verify the condition of the drive joints and their splines
- > Check the universal joints and adjacent components
- > Check the balance weights

KNOCKING NOISE WHEN TURNING OFF THE ENGINE

- > Read error codes, verify actual parameters
- > Check for tightness with the throttle fully closed in the intake system
- > Remove carbon deposits from the entire intake system
- > Verify the operation of the EGR exhaust gas recirculation valve
- > Check the oil level in the gearbox

DIAGNOSIS WITH THE GEARBOX REMOVED

- > Assess the length of the clutch pressure bolts (too long, they will support or block the secondary mass)
- > Check the pilot bearing
- > Assess the play of the clutch shaft (compare with the values in the car manufacturer's documentation)
- > Verify the centering bushes at the connection between the block and the gearbox
- > Check the condition of the release bearing
- > Measure the DMF using the LuK special tool ref. no. 400 0080 10