



CLUTCHTECH



TSB - GM18

Identifying Dual Mass Flywheel Failure

Relates to the following flywheels

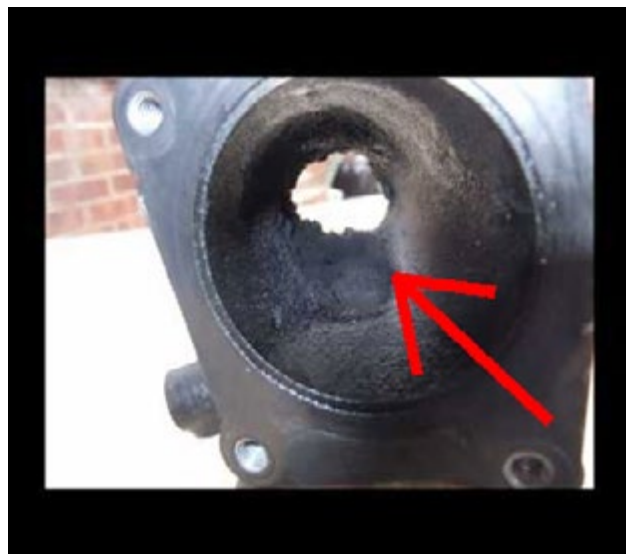
FGM120DM/FFI116DM

Applies to ClutchPro kits;

KGM24516, KGM24616, KFI24510, KFI24610, KSS24508, KSS24608

In the vehicles which use the above ClutchPro kit there has been incorrect diagnosis of Dual Mass Flywheel (DMF) failure. A common cause of the incorrect diagnosis is due to the throttle body housing having high levels of contaminants (soot) not allowing the throttle body to work correctly when switching the engine off. These contaminants do not allow the throttle body butterfly to close allowing a drop in pressure within the engine causing an uneven crankshaft rotation. This uneven crankshaft rotation transfers vibration through the driveline which does not allow the DMF to dampen, this presents itself as a metallic noise.

REPLACING THE DMF WILL NOT ELIMINATE THESE NOISES!



ClutchPro recommend the following actions;

- Check the engine management system for any coding errors.
- Visually inspect the throttle body and clean if necessary.
- Inspect the throttle valve which must close when the engine is stopped.

Once all the above checks have been performed and the metallic noise is still present the decision to replace the DMF should be made.

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