



Dual Mass Flywheel Replacement Kits

RELATES TO: ALL DUAL MASS REPLACEMENT KITS

RING GEARS

When installing a dual mass replacement flywheel where the ring gear is not supplied with the flywheel, the OEM ring gear must be removed from the flywheel being replaced and heat shrunk onto the dual mass replacement flywheel.

FLYWHEEL ORIENTATION

Many Dual Mass Replacement flywheels need to be installed in a particular orientation. ALWAYS check for dowel holes, timing marks or uneven bolt spacing and make sure the flywheel is oriented the correct way. Failure to do so will result in the engine miss firing or not starting.

HANDLING

Take care when handling the flywheel. Do not drop the flywheel onto the timing ring as the teeth can get damaged. If installed with damaged timing ring teeth the engine may miss fire or not start.

ELECTRONIC CONTROL UNITS

Some vehicles require the ECU to be reset after installation of a Dual Mass Replacement Kit. Failure to do so will result in the engine miss firing or not starting.

DRIVELINE NOISE

Dual mass replacement clutch kits (utilising a rigid flywheel and multirate clutch plate) are not as efficient at dampening driveline noises as are dual mass flywheel kits.

When installing a dual mass replacement some additional noise should be expected. This noise is not detrimental to performance or durability of clutch components.