

DUAL-MASS FLYWHEEL INSPECTION

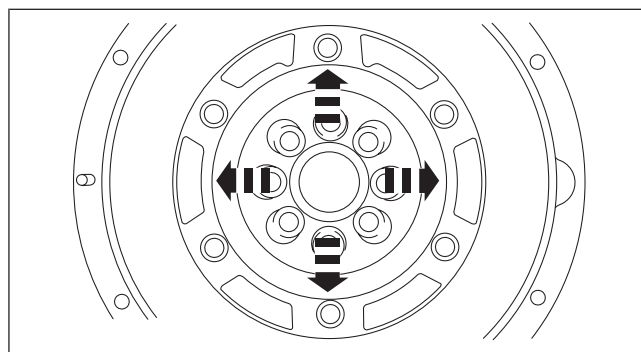
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Caution

- Do not rework the dual-mass flywheel if it is distorted.
- Do not clean the dual-mass flywheel with any kind of fluid. Clean the dual-mass flywheel with a dry cloth only.
- Do not clean the gap between the primary and secondary mass. Only clean the bolt connection surface and the clutch surface.

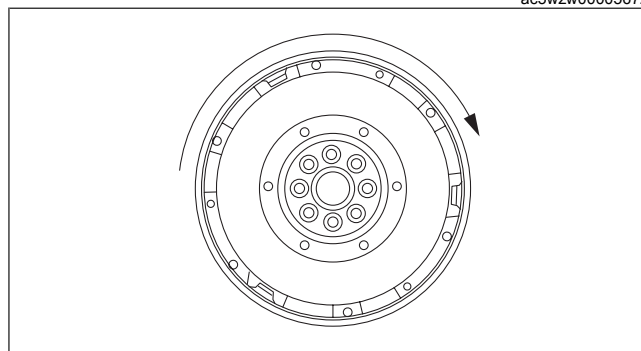
Inspection Before Removal

1. Rotate the dual-mass flywheel or attempt to move it up and down, and left and right to verify that the center of the dual-mass flywheel does not move.
 - If there is any movement as indicated by the arrows in the figure, replace the dual-mass flywheel.



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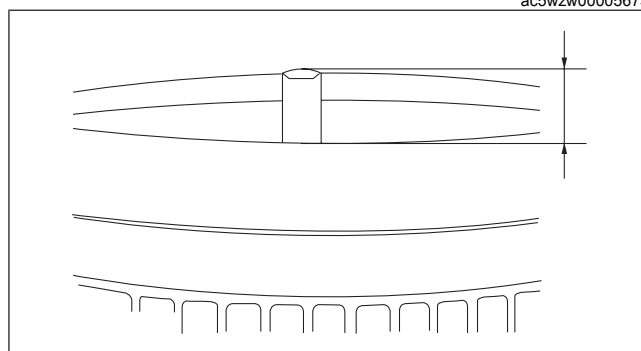
2. Verify that the secondary mass does not rotate by 15 teeth or more.
 - If it rotates by 15 teeth or more, replace the dual-mass flywheel.



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3. Measure the amount of guide pin projection of the dual-mass flywheel.
 - If it exceeds the maximum amount, replace the dual-mass flywheel.

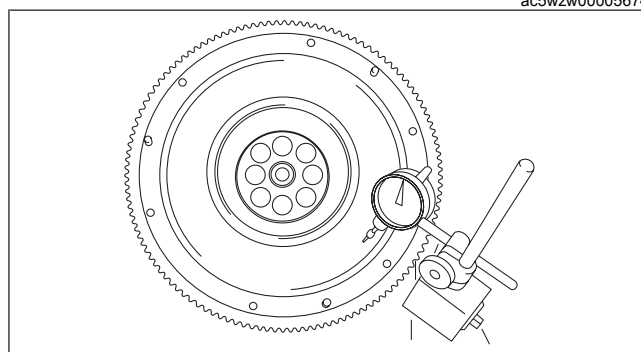
**Dual-mass flywheel guide pin projection
maximum amount**
11.0—12.0 mm {0.434—0.472 in}



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4. Using a dial indicator, measure the dual-mass flywheel runout.
 - If it exceeds the maximum runout, replace the dual-mass flywheel.

Dual-mass flywheel maximum runout
1.5 mm {0.059 in}



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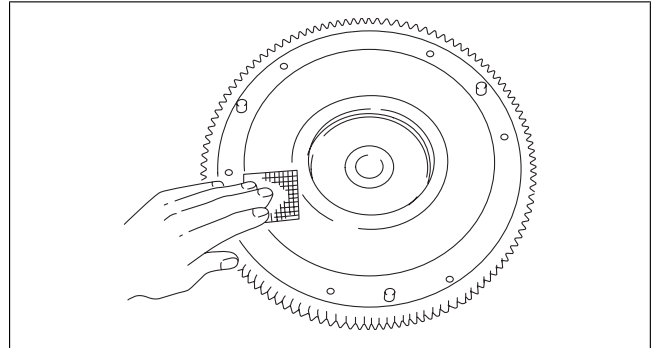
Inspection After Removal

1. Visually inspect the dual-mass flywheel for crack.
 - If there is any crack, replace the dual-mass flywheel.

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2. Visually inspect the ring gear on the dual-mass flywheel for damage.
 - If there is any damage, replace the dual-mass flywheel.
 3. Visually inspect the surface that contacts the clutch disc for scratches, nicks, and discoloration.
 - If there is any malfunction, replace the dual-mass flywheel.

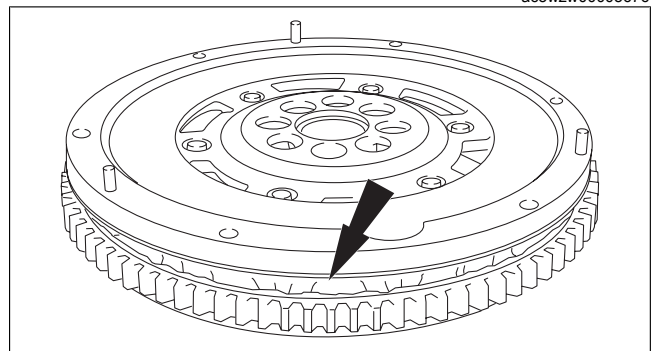
Note

- Correct slight scratches and discoloration using sandpaper.



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4. Visually inspect for grease leakage between the primary mass and secondary mass.
 - If there is grease leakage, replace the dual-mass flywheel.



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