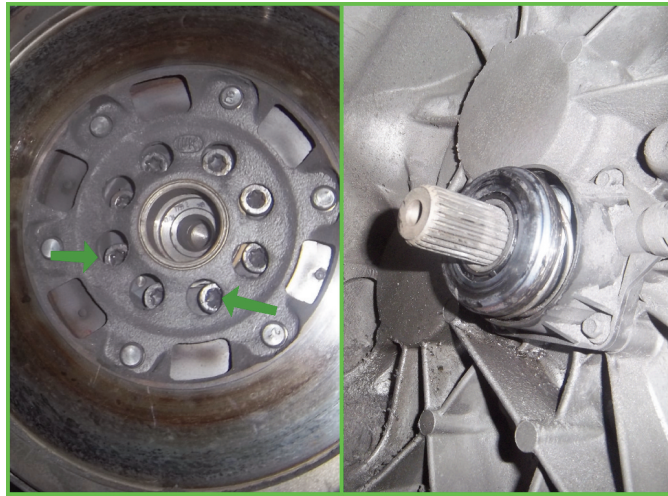


Ford C-MAX - Badly Twisted DMF

Whenever we quote for a replacement clutch, we also need to check if the vehicle is fitted with a DMF and alert the owner that if it is, this may also need replacing, pushing the cost up. Testing a DMF is, in theory, an easy task. We have a great wall chart which sets out the parameters of movement allowed. In practice, of course, if in doubt it is far better to replace it. The DMF failing will take the clutch with it, resulting in an expensive job.

In many ways, this is like replacing the water pump when you change a timing belt. It's a preventative measure which may prevent premature failure.

This 2006 Ford C-Max diesel was in for a clutch, due to failure of the concentric release bearing. This had jammed up, leaving the motor with no drive at all. The vehicle was fitted with a DMF, and this of course needed checking before replacing the clutch.



The DMF outer face had twisted, making access to the bolts difficult (A collapsed release bearing was the original problem)

Once the gearbox was removed, the clutch was unbolted from the flywheel. During this process, no excess movement was felt, it was only upon inspection, once the clutch was off that we could see the outer face of the DMF was so far out of line it was covering the securing bolts. Once the two sections of the flywheel were freed, the true extent of the wear could be seen.

No question or doubt on this one, a new DMF clutch and release bearing were fitted.

Hyundai Getz - Driveshaft Failure, Again

The loss of drive on this 2004 Hyundai Getz was quite a shock to the vehicle's owner. Not just because the driveshaft had failed, but because he had broken down some two weeks earlier with the same problem.

On that occasion, the drive shaft had separated from the outer joint, damaging both

the joint and the shaft. We quoted for the work but were rejected on cost. A friend of a friend who knows a mate who can do it cheap, got the job!

Now the owner decided that maybe we should have a look. We discovered that the new driveshaft that had been fitted had failed at the inner joint. The joint was spinning round in the gearbox, but the shaft wasn't moving. We have no idea where the shaft came from but the owner knew where it was going!

This time we fitted a new shaft from a reputable manufacturer. The owner paid the surcharge due on the old unit so that we could give him the failed shaft.

Now all he had to do was try and get his money back from the friend of a friend's mate!



The new shaft had failed at the inner joint, spinning the boot up



Stephen Rothwell

Fiat Seicento - Suicide Doors



Staying in the up position when opening the door prevented the catch from operating correctly

One of the common problems normally associated with the Fiat Seicento is a sticking bonnet catch, causing possible loss of the safety secondary catch. On this Fiat, there was no such problem, and the bonnet catch was well lubricated and fully operating.

The problem on this Fiat was that the driver's door exterior handle would stick up, when the door was opened. The term suicide door is normally associated with a door that is hinged at the back and so opens into the direction of travel. The owner of this Fiat thought the term was perfectly apt for his doors, because if he failed to push the handle down when opening the door, it would suddenly fly open when cornering.

The remedy was simple and just like the problem with the bonnet catch, lubrication was the answer. The door panel was removed to ensure all the mechanism was properly lubricated and lubricating from the inside also saved the mess of excess lubricant running down the outside of the door.

Once we were happy that the handle was operating correctly the door panel was replaced.

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