

## CSC Fitting Practice

To avoid premature failure (usually leakage) from the CSC, it is essential that some basic instructions are followed whilst handling / fitting a new Concentric Slave Cylinder.

- 1) Handling of the new product – On removing the CSC from the box, do not compress the cylinder by hand to replicate the bearing movement.



By compressing the cylinder in this way the increased air pressure can cause the illustrated damage. Also, as the chamber is not pre-filled with hydraulic fluid, then damage will be caused to the internal seals due to excessive friction on the return stroke.



Fig 1

**T.S.B. No.:**  
CSC001 / 07

**PRODUCT:**  
Passenger Car Clutch

**MARQUE:**  
All

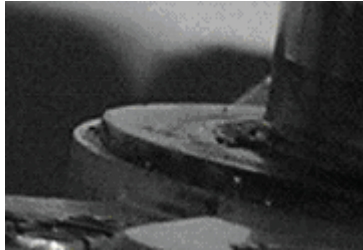
**MODEL:**  
All

**PART No.:**  
All

**SUBJECT:**  
Concentric Slave  
Cylinders

**DATE:**  
April 2007

- 2) Environment – the area in which the CSC is positioned needs be totally clean & free of debris. It must locate cleanly and squarely on to the gearbox case and any rubber face seal or sealant is used in accordance with the manufacturer's instructions. If the CSC is not seated correctly the back face can push out as seen on the previous page – Fig.1.

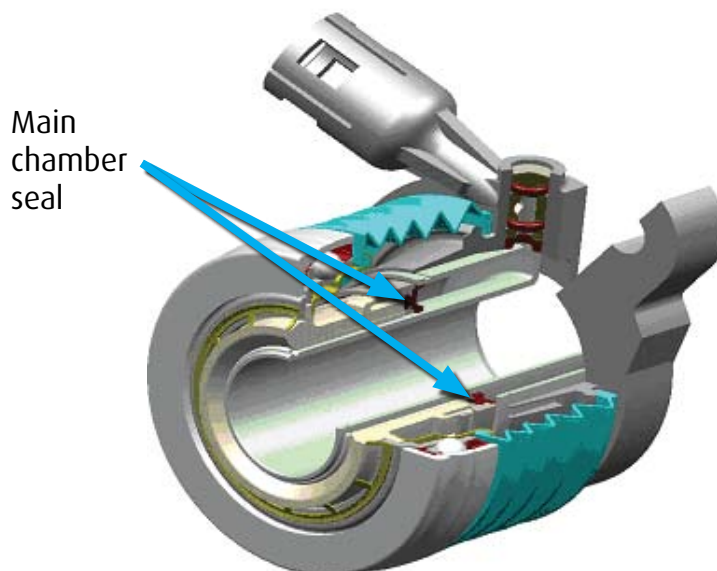


The CSC has not been seated squarely and hydraulic pressure has forced the back plate out of position – e.g. Mondeo 804505

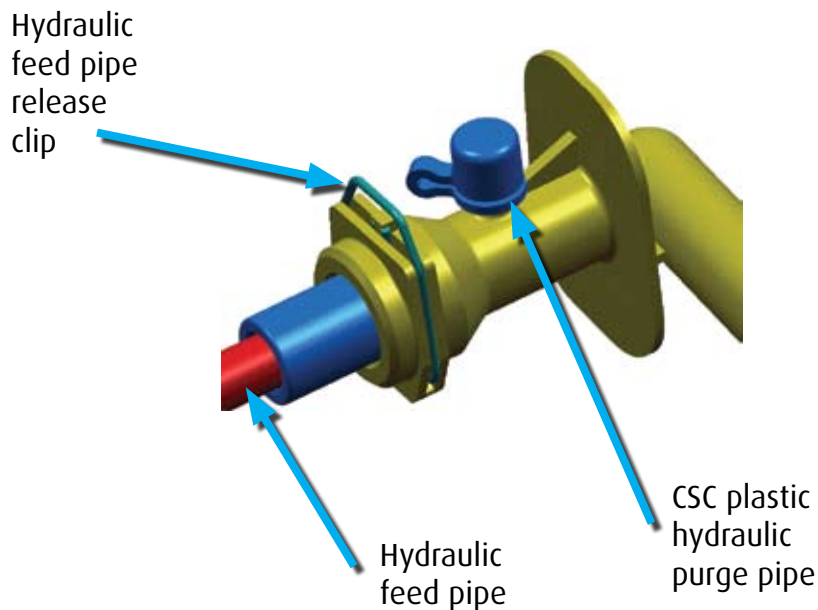


New CSC – no damage to the back face plate.

- 3) Fitting – gently slide the CSC over the gearbox input shaft and slightly rotate it to ensure the correct location on the gearbox case. Torque down evenly the fixing bolts using between 8-12Nm dependent upon manufacturer's specification.



- 4) Hydraulic Connections – there are two types of connector, the traditional screw in & the more commonly used quick clip connector. With the traditional type, tighten the screw using a torque of between 10-15Nm dependent upon manufacturer's specification. The quick clip connector is released by either pulling or pushing the retaining clip, dependant upon type.



- 5) Bleeding the system. (Purging the system) – Before attempting to purge or operate the clutch, ensure that the gearbox is fully located in the fitted position – tighten a few securing bolts to prevent any movement. This will avoid the unit being over-stroked causing damage to the chamber seal. Bleed the system as per the manufacturer's instructions. We do not recommend the use of a power bleed device.