

The Problem

Valeo Service Warranty Department have been receiving a high level of CSC units returned under warranty showing the bearing retaining ring distorted. Image1

The distortion to the retaining ring is a result of the bearing exceeding its maximum travel.

The distorted retainer indicates that the bearing has been forced against the ring during the bleeding process, Image 2/3. This also damages the piston internal seal resulting in the loss of fluid past the seal.



Retaining Ring Distortion

Image 1



Image 2

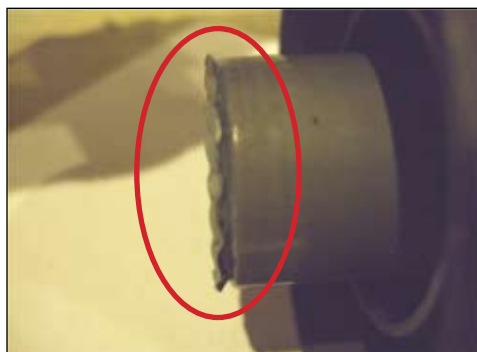


Image 3

Over stroking during the bleeding process is the result of the clutch pedal being pumped rapidly, which doesn't allow the cylinder to return to rest before the next pump stroke.

The Cure

To avoid the cylinder being over stroked, the pedal should be depressed and then released slowly to allow the cylinder to return to rest before the pedal is depressed again. In some cases, the bleed nipple/pipe may need to be locked off after every downward stroke of the pedal, until some pressure in the system is achieved. This process may need to be carried out numerous times before some pressure is felt in the pedal. This is a common action required on Ford Fiesta/Puma/Ka when bleeding the system, as an air lock can occur within the clutch master cylinder. Valeo does not recommend the use of power bleeding systems, as some systems run a high air pressure. This can invert or roll the internal seal resulting in immediate fluid loss. Valeo will not accept any units returned under warranty that display evidence of being over stroked.

T.S.B. No.:
CSC002/08

PRODUCT:
Car Clutch

MARQUE:
Vehicle's with CSC

MODEL:
Vehicle's with CSC

PART No.:
All CSC

SUBJECT:
Over stroked cylinder

DATE:
February 2008