



All Vehicles

Fitted with a Concentric Slave Cylinder (CSC)

CLTB 0003

CONCENTRIC SLAVE CYLINDER REPLACEMENT

Concerns; Borg & Beck always recommends replacing the Concentric Slave Cylinder (CSC) at the same time as replacing the clutch assembly. Not replacing the old CSC could cause premature failure of the new clutch due to hydraulic leakage.

Method;

- When replacing the old CSC do not be tempted to compress the new unit prior to fitment. Compressing a dry, unfitted CSC can damage the internal seals. **1**
- The Gearbox locating face for the CSC should be clean and free from damage.
- When located correctly, fit the fixing bolts by tightening down evenly to 8-12Nm (or to the torque stated by the vehicle manufacturer). **2**
- When connecting the hydraulic pipe, tighten the tube nut to 10-15Nm, or if 'push type' connectors are fitted check that the 'O' Ring seals are in good condition before pushing together. **3**
- Bleed the system as per the Vehicle Manufacturer's recommendations.
- Finally, check to establish that the pedal operation is satisfactory.

