

SERVICE INFO



Potential problems with Concentric Slave Cylinders

Most of the CSC failures that occur take place during or immediately after fitting or bleeding. Outlined below are some of the most common causes of failures found with CSC's.

<u>Over-stoking</u>: This is when the bearing exceeds its maximum travel. This can occur if the system is rapidly bled (not allowing the CSC to return to its stop) or the pedal stop is missing. It can also be seen if the incorrect clutch is fitted causing the diaphragm to sit at the wrong height. This will cause the bearing to exceed its normal operating stroke and contact the retaining ring on the end of the guide tube. This will damage both the retaining ring on the end of the guide tube and the internal seals.



<u>"O" ring missing:</u> On many of the Ford applications Ford have now stopped using "O" rings between the CSC and gearbox mounting face. A high quality gasket sealant like RTV should be used in its place. Affected parts will have an instruction in the box.

- For accurate model information please see LuK catalogue
- Die genaue Fahrzeugzuordnung entnehmen Sie bitte dem LuK-Katalog
- Pour plus d'information sur les applications veuillez vous référer au catalogue LuK
- Para obtener información sobre el modelo, rogamos consulte el catálogo de LuK

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Incorrect or contaminated fluid: The correct hydraulic fluid must be used. If the incorrect or contaminated fluid is used this can result in the seals swelling or disintegrating. Brake fluid should be dispensed from its bottle and not decanted into a container that has previously been used for oil.

<u>Over-pressurized</u>; The pressure applied by the master cylinder is greater than the return pressure provided by the diaphragm spring. Therefore any restriction in the feed pipe (blockages, damage, incorrect routing, failed regulator valves etc.) will cause the CSC to over pressurize. Depending on the design of the CSC this can result in either the CSC over-stroking or the housing cracking. Pressure bleeding is not recommended as this can cause this condition.



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Driven plate wrong way round: On many applications the splined hub protrudes further on the flywheel side than the gearbox side. If the driven plate is fitted facing the wrong way the hub can contact the guide tube causing damage to the CSC. "Gearbox side" and "Flywheel side" translations can be found on Technical Bulletin number LuK 0025.



<u>Compression prior to fitment</u>: On most CSC's the back plate is held in place by the gearbox once fitted. If the CSC bearing is compressed prior to fitment this can dislodge the back plate causing it to leak when in use. All CSC's are pressure and vacuum tested in production so can be fitted confidently without being "tested" by the Technician.

<u>Misalignment</u>; This can result in the back plate becoming unseated and can be caused by forcing the CSC onto it's mating face, often using one bolt to pull the CSC home (which can also cause damage to the retaining lugs) or accidentally striking the bearing or guide tube onto the diaphragm during gearbox positioning.

<u>Distortion</u>; Distortion of the back plate can be a result of incorrect torque, damage or contaminates on the gearbox mating face. Ensure the mating face is in good condition, free from debris and any old sealing rings are removed and replaced.





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