

## TECH TIPS

### CONCENTRIC SLAVE CYLINDERS

To prevent a Concentric Slave Cylinder (CSC) from failing or being damaged it is important that you follow these simple guidelines whilst handling and/or fitting the CSC to the vehicle.

### **HANDLING**

- NEVER depress the slave cylinder by hand prior to fitting! (image 1)
  - This may result in the seals being dislodged (image 2) or torn and cause the CSC to leak once installed, and potentially contaminate the clutch disc with fluid.
- BE CAREFUL when tightening plastic CSC tubes!
  - Too much force can cause plastic CSC tubes to break.

### **CLEANING**

- DO NOT spray brake cleaner or solvents in or around the CSC! (image 3)
  - This can cause the seals to swell and wash away the assembly oil.

### **MOUNTING**

- When mounting a CSC care must be taken that it seats correctly on the gearbox and is not mounted off axis.
- All mounting surfaces must be clean and free of dirt and contaminants.
- Correct bolt torque must be used to prevent damage to the CSC.
  - Failure to follow the correct mounting procedures can lead to CSC damage (image 4), leaking and a staging pedal.









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# TECH TIPS COMMON CSC FITMENT PROBLEMS

### **OVER STROKING**

- If a piston is over stroked, it can cause damage to the end of the guide tube or even to the piston seals. (image 5)
- Over stroking can be caused by several things such as:
  - Incorrect pedal adjustment.
  - Incorrect clutch fitment causing a low installed height.



### **INCORRECT CLUTCH DISC FITMENT**

If a clutch disc is fitted incorrectly (back to front), it can cause damage to the end of the guide tube and is likely to cause a release problem and permanently damage the slave and/or the disc (image 6).



### **CONTAMINATION**

- When installing a new CSC the fluid system should be flushed in order to remove any dirt and contaminants.
- Failure to do so can potentially damage the seals and cause the CSC to leak or fail, voiding any warranty.
- Contaminated fluid can cause swelling of the rubber seals. (image 7)



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