



Remember!

Concentric Slave Cylinders are subject to wear.

This is not always apparent.

It is strongly recommended by Quinton Hazell that the Concentric Slave Cylinder be changed whenever replacing the clutch. This will avoid excessive cost to the customer.

QH offer a complete range of concentric Slave Cylinders to be used in conjunction with the relevant 2 in 1 or take advantage of the unique offer from QH – a complete range of 3 in 1 kits incorporating the appropriate Concentric Slave Cylinder.

Benefits

As more and more vehicle manufacturers specify the use of CSC's on new models, it is important to understand why they do so.

The advantages are: -

- Weight reduction by not using release fork cross shaft.
- They require less space in the engine compartments.
- The location of the units gives protection from debris and fluctuations in temperature.
- Increases durability and reliability.
- Linear actuation of release mechanism

Replacement

CSC's are subject to wear and tear like any other clutch component, and Quinton Hazell strongly recommends replacing the CSC's whenever fitting a new clutch kit.

While some wear characteristics are easily recognised, worn seals and internal faults are not so obvious.

Individual replacement will require transmission / suspension removal; typical replacement times, being 6 hours for a Mondeo, 5 hours for a Vectra. Would your customer be willing to pay again so soon after a clutch replacement? For this reason Quinton Hazell offer a full range of Concentric Slave Cylinders to compliment the range of 2 in 1 Clutch Kits (Cover Assembly and Driven Plate) required for an extensive range of vehicles.

To assist even more there is a full range of 3 in 1 Clutch Kits available from QH, containing the correct Concentric Slave Cylinder.

Fitting instructions

- Disconnect the pressure pipe and, if present, the bleeder pipe.
- Unscrew the fixing bolts and remove the CSC completely.
- Fit the replacement CSC without the need for further mounting aids.
- Moisten the radial shaft seal in the CSC with transmission oil (NOT BRAKE FLUID).
- Insert and bolt in the CSC.
- Connect the pressure pipe and, if present, the bleeder pipe.
- Refit the engine and gearbox.

Now bleed the hydraulic clutch system as follows: -

- Fill up the reservoir with the type of brake fluid specified by the vehicle manufacturer.
- Connect the bleeder nipple with the bleed-tube.
- Open the bleed nipple by turning once.
- Bleed the system using a pressure of 2 bars maximum.
- Operate the clutch pedal several times after bleeding to ensure that the unit is functioning correctly.



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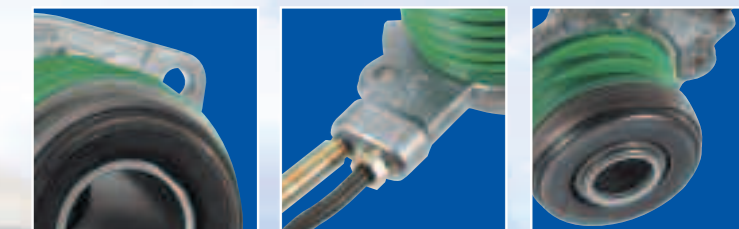
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