

Concentric Slave Cylinders (CSC) Kits

EXEDY Concentric Slave Cylinder Kit

An increasing number of vehicles have CSCs fitted as opposed to a conventional mechanical bearing and release fork. To serve this market demand, EXEDY offers a range of CSC replacement kits.

Important Information

Before Installation

- Do not operate / compress the cylinder by hand prior to installation. The cylinder does not contain any hydraulic fluid at this stage and damage to the seal may occur.
- Ensure maximum cleanliness when handling the CSC, even the smallest of dirt particles in the inner workings could result in failure.
- If there is any evidence of a fluid leak around the bell housing prior to installation this needs to be addressed;

Type of Fluid leaking	Likely cause
Brake Fluid	Leaking from old CSC, check all connecting pipes
Transmission Fluid	Gearbox oil seal
Engine Oil	Crankshaft seal

During Installation

- Ensure that the input shaft, gaskets, seals and connection pipes are clean and free of any debris.
- Do not use any lubricants or cleaning agents on the gaskets, seals or cylinder.
- Ensure that old fluid and debris has been thoroughly flushed through the hydraulic system prior to fitment of the new CSC.
- Make sure any 'O' rings are replaced and located with care.
- Use the vehicle manufacturer's recommended torque settings on the bleed screws – tightening one at a time will damage the seal, resulting in leakage.
- Only use brake fluid as recommended by the vehicle manufacturer.

EXEDY Concentric Slave Cylinder Replacement Kits

CSC Bleeding

- Never bleed the system with a pressure bleeding device as this will damage the seals inside the CSC and it will have to be replaced.
- Do not repeatedly pump the clutch pedal, this will cause overstroke and will damage the seal.
- Never bleed the CSC if the clutch and flywheel are not yet assembled.

The system should be bled manually (two person job):

1. Attach a clear bleed hose to the bleed valve with the other end immersed in clean brake fluid
2. Depress the clutch pedal
3. Open the bleed valve
4. Keep the clutch pedal depressed until fluid appears in the bleed hose – do NOT release the clutch pedal until fluid appears
5. Close the bleed valve
6. Release the clutch pedal slowly
7. Repeat this process 20-30 times or until no air appears in the bleed hose

Ensure that the fluid level never drops below the minimum mark on the master cylinder at any time during this process.

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