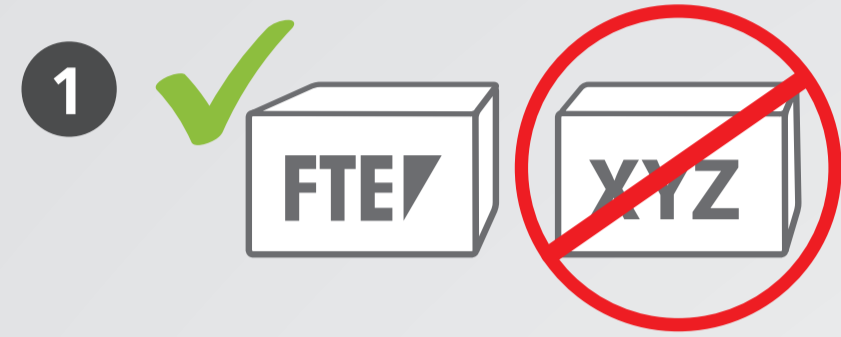


# FITTING GUIDELINES

## 10 STEP CONCENTRIC SLAVE CYLINDER FITTING

### CHOOSING THE CORRECT PARTS

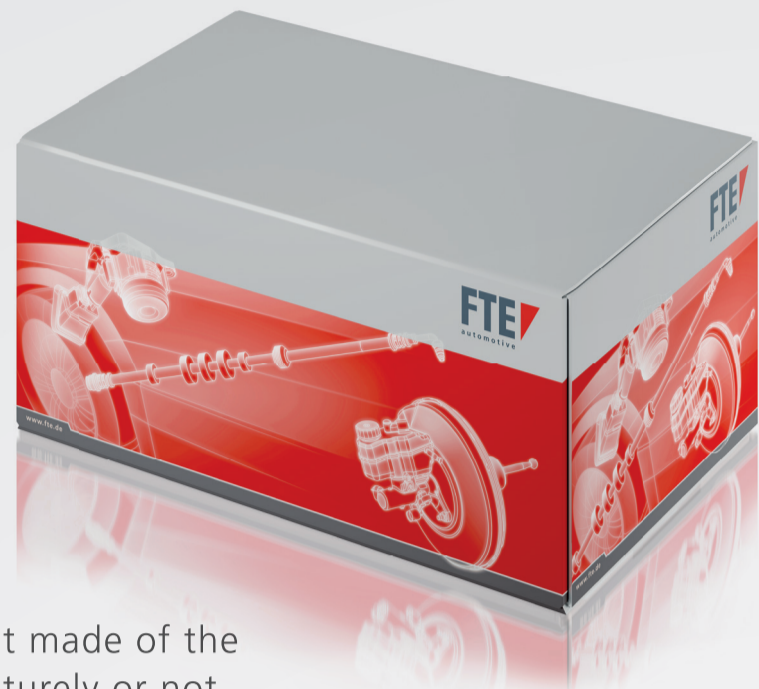


**Guideline**

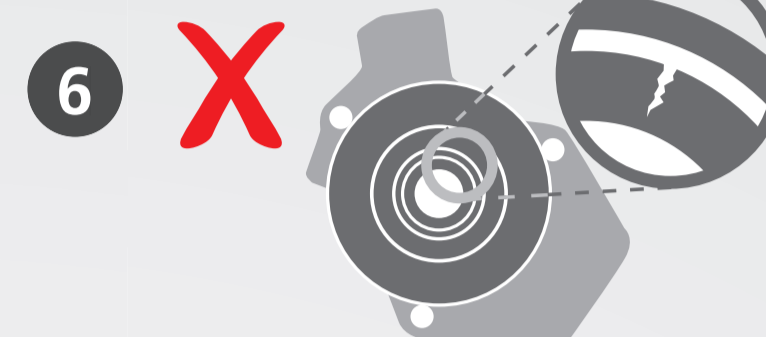
Always use FTE Original Equipment replacement parts.

**Potential Consequence**

Copy parts do not have the same exact specifications and are not made of the same materials as Original Equipment. Copy parts can fail prematurely or not function correctly.



### FITTING THE CSC



**Guideline**

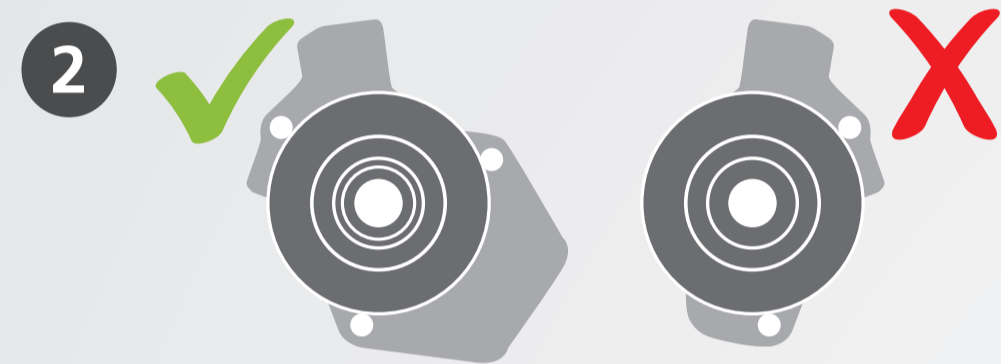
Ensure that the external seal of the CSC (where present) is not damaged when the CSC is moved over the gearbox input shaft.

**Potential Consequence**

Gearbox oil will leak past the external seal resulting in swelling of CSC's internal seals and failure.



damage caused

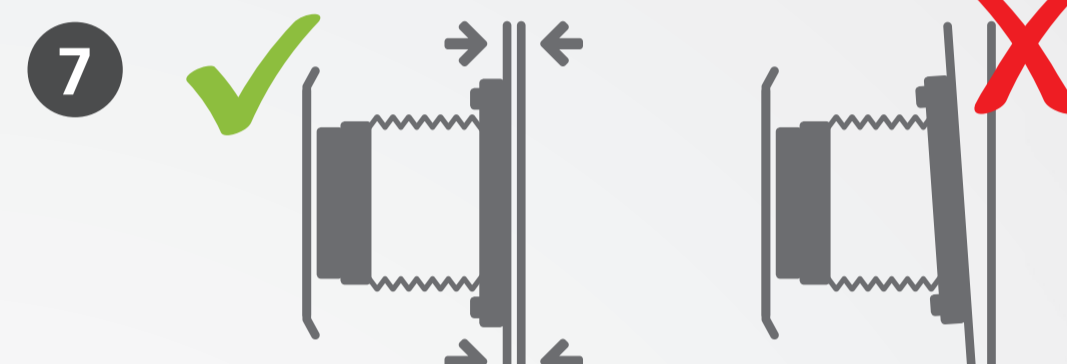


**Guideline**

Ensure that you have the correct part by comparing the new replacement part to the old part removed from the vehicle.

**Potential Consequence**

Clutch system will not function.

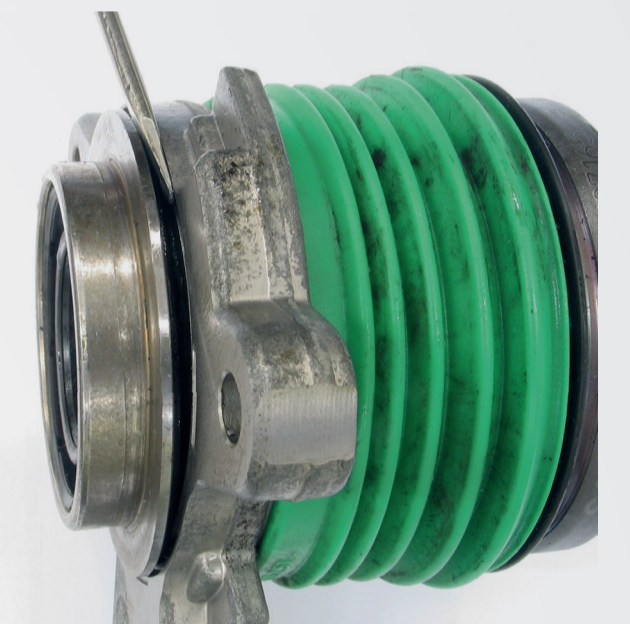


**Guideline**

Ensure that the CSC mounting surface is flat with the gearbox receiving surface. Ensure that the bolts are "finger tight" before tightening to the correct torque as specified by the vehicle manufacturer.

**Potential Consequence**

Un-level mounting causing: CSC's sleeve to move backwards resulting in leakage of hydraulic fluid and failure.



damage caused

### PRIOR TO FITTING THE CSC

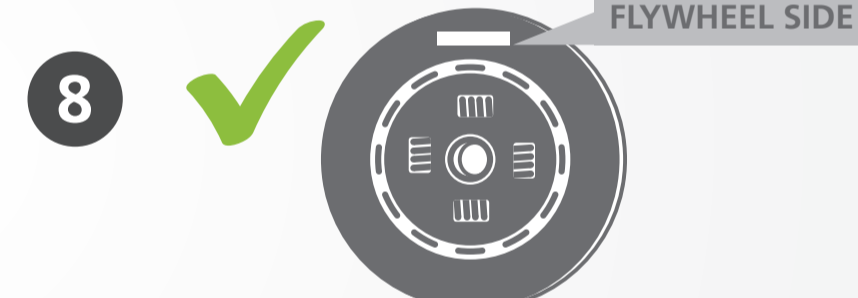


**Guideline**

Ensure that the contact surfaces of the bell housing are clean and that there is no dirt or grease present. Do not use brake cleaner as a cleaning agent.

**Potential Consequence**

Dirt present will result in un-level mounting causing:  
- Contamination by gear box oil resulting in swelling of CSC's internal seals and failure  
- CSC's sleeve to move backwards resulting in leakage of hydraulic fluid



**Guideline**

Ensure that the clutch plate is mounted the correct way round to the vehicle manufacturers specifications.

**Potential Consequence**

CSC's sleeve will foul on the clutch plate spline causing failure.



damage caused



**Guideline**

Do not compress the CSC prior to fitting.

**Potential Consequence**

CSC's internal seal losing integrity resulting in leakage of hydraulic fluid.



damage caused

### BLEEDING THE SYSTEM



**Guideline**

Prior to bleeding ensure that only the fluid specified by the car manufacturers is used to top up the reservoir. **Warning:** Ensure that no contaminants have or are able to enter the hydraulic system. **Warning:** Only use a totally clean funnel or other dispenser in the top up process.

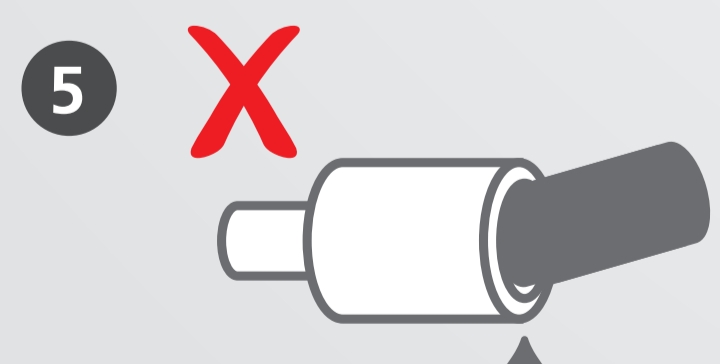
**Potential Consequence**

Incorrect fluid or contaminants cause internal seals to swell and CSC failure.

Swelling > 25%



damage caused



**Guideline**

Ensure that the connections to the hydraulic system are good.

**Potential Consequence**

Bad connections cause leakage resulting in inability to bleed the hydraulic system and non-functioning CSC.



**Guideline**

Follow the car manufacturers recommended bleeding instructions and use recommended bleeding devices. **Warning:** Do not bleed manually while using bleeding devices. **Warning:** If bleeding manually do not pump up the system by repeatedly depressing the clutch over a short period of time.

**Potential Consequence**

Over-stroke results in the CSC leaking hydraulic fluid or bursting.



damage caused

