

Schaeffler LuK Service Info

Concentric Slave Cylinder

Handling & Fitment Tips

Most CSC (Concentric Slave Cylinder) failures happen during installation or bleeding of the hydraulic system.
The most common causes are listed below:

Handling Tips:



Do not drop the unit. Dropping it can **damage the end stop, move the seal out of position**, and the CSC will **leak after installation.**



Do not press/actuate the hydraulic cylinder unless the CSC is already fitted in the bell housing.

Many CSCs have a metal base plate that acts as a seal. If you press the bearing before installation, **the base plate can come loose and the CSC may leak.**



Do not function-test the Concentric Slave Cylinder (CSC) with hydraulic pressure before it is bolted in place between the gearbox bell housing and the clutch. When the CSC is not installed, there is no counteracting force. The piston can travel beyond its permitted stroke, **the seal can move out of position**, and **the CSC can leak immediately.**

Do not pull, lift, or peel back the rubber sleeve/dust boot.
It is a correctly positioned contamination shield for the CSC seal. If it is disturbed, **it may not sit correctly afterwards**. This **allows contamination to enter** during operation and can cause later **seal damage and leakage**.

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Fitment Tips:



Make sure the **contact surface** on the transmission bell housing is **clean, flat, and undamaged.**

Tighten the screws to the **vehicle manufacturer's specified torque**.

If the set includes **new bolts**, use **only these bolts**. OE design changes can require different bolt designs. Using the wrong bolts can cause damage and lead to **leaks after installation**.



Always check the **O-rings**.
Male connector pipe: Check the existing O-ring for damage. Replace it if necessary.
Female connector pipe: Make sure the O-ring from the male pipe is not stuck inside.

Lightly lubricate new O-rings **only with OEM-approved brake fluid** before installation. **Do not** use **grease, mineral oil-based lubricants**, or **cleaning agents**—these can **damage/swell the seal** and cause leaks.



Always install the clutch disc in the **correct orientation**.

LuK clutch discs are marked (e.g. **GEARBOX SIDE** / **FLYWHEEL SIDE**). Fit the disc exactly as shown on the label.

If the disc is fitted the wrong way round, the CSC can be forced against the bell housing and **break**. The clutch may also **not disengage**.

Bleeding Tips:



Always bleed the system exactly as specified by the vehicle manufacturer for that vehicle. This prevents system damage and ensures effective bleeding.

Do not press the clutch pedal while a **pressure bleeder** is connected. This can quickly **exceed the permitted system pressure** and cause leaks.

Do not rush the bleeding process. Use **low, controlled pressure** and pause briefly between bleed cycles (e.g. 1–2 minutes) so microbubbles can rise out of the system.



Use **only** the **brake fluid specified by the vehicle manufacturer** for the clutch hydraulic system. Contact with mineral-based oils/greases (e.g. gear oil) or cleaning agents can damage the seals.

Before installing the new CSC, **fully drain/flush** the clutch release system if the fluid is old or contaminated. Wrong/contaminated fluid can cause **seal problems** and **poor pedal feel**.

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