EUROREPAR

Concentric slave cylinder (CSC)

COMPACT AND RELIABLE TECHNOLOGY



RESISTANCE TO HEAT
FROM -40°C
TO +120°C

PRODUCT ADVANTAGES

- → ***Excellent resistance to outside influences (heat, dust, abrasion, moisture) = reduced risk of corrosion***
- → ***Reduced pedal effort and vibrations, driving comfort***
- → ***Lighter than a mechanical system***
- → ***Extensive range for European and Asian applications***

With a range of **52 references**, the **Eurorepar concentric slave cylinders** are designed to meet the market needs.

The CSC is a key element of the clutch system. **Its role is to control the clutch mechanism** by transmitting the force from the pedal. This force is applied to the diaphragm, uncoupling the engine from the gearbox.

This is why we pay **great attention to parts which can present a safety risk**. The tests conducted by the supplier **are approved by our experts**.

TECHNICAL CHARACTERISTICS

The concentric slave cylinder **combines the slave cylinder and mechanical clutch release bearing functions**, and consists of:

- a **piston** operated by the hydraulic circuit,
- a **body** with a piston guide and gaskets,
- a preloading **spring**,
- a **clutch release system** (with bearings) serving as the interface with the clutch,
- a **connection point** for connection with the hydraulic circuit

The concentric slave cylinder bearing is always self-centring.

REPLACEMENT RECOMMENDATIONS

- Like a conventional release mechanism, a CSC is fitted with a bearing. As this is a wearing part, the CSC must be replaced whenever the clutch is replaced
- You are advised to check the CSC if it is difficult to change gear, there is a cracking sound, the pedal is soft or depressed or there is a leak from the hydraulic circuit (if the hydraulic fluid has contaminated the clutch, the entire assembly must be replaced).

Before any operation:

- consult the manufacturer's manual
- check that the surface of the gearbox/CSC assembly is clean and in good condition
- Avoid activating the CSC when empty and/or before assembly
- Bleed the hydraulic circuit after assembly (absence of air and/or residue of old material).

DID YOU KNOW?

In the concentric slave cylinder, a hydraulic tube replaces the clutch cable. The release fork is no longer required as the pressure is applied directly to the CSC.

Our parts are guaranteed for 2 years*

SECURE LABELS — Avoids any risk to fake parts and guarantees their quality.

Our parts are guaranteed 2 years* against any manufacturing or material defect**.
(*) For Citroen, DS, Peugeot, Euro Repar Car Service repair networks: the warranty runs for 2 years, parts AND labour included.
(**) For the conditions of application, contact your dealer.

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NOISE

Noise and vibration issues can occur as a result of the interaction between the various components of the clutch system. In the case of Eurorepar CSCs, the bearing and the hydraulic section are designed in order to **reduce vibrations to ensure smooth gear changes**.

The **compact design, the reduced number of components and thus the reduced weight** are also key elements in providing optimum performance.

The **acoustic performances (dB and dBA) are approved at the design stage and systematically checked (dB) during production.**



Noise measuring bench

THE QUALITY OF OUR CONCENTRIC SLAVE

We pay great attention to these parts which can present a safety risk. **The tests conducted by the supplier are approved by our experts**.



Test bench: tightness



Pressure resistance bench



Saline mist chamber (simulates corrosion)

GOOD TO KNOW

The concentric slave cylinder (CSC) can be damaged by using inappropriate fluids such as oils, greases, detergents. Only fill and bleed the CSC using the fluid recommended by the manufacturer.

PLEASE NOTE

If the clutch needs to be repaired, the CSC must also be replaced in order to prevent late signs of wear and thus the need to perform additional repairs.

AND

The Eurorepar range of concentric slave cylinders completes the existing range of clutch kits





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