Fitting instructions for the concentric slave cylinder 510 0011 11

Vehicle manufacturers: Ford, Mazda

Models:
- **Ford:** Courier, Fiesta IV, Ka, Focus, Puma
- **Mazda:** 121 III

Engine: 1.25 16V, 1.3, 1.4, 1.4 16V, 1.6 16V, 1.7 16V, 1.8 16V, 2.0 16V, 1.8D, 1.8Di

Part No.:
- **Old:** 510 0011 10 (metal)
- **New:** 510 0011 11 (plastic)

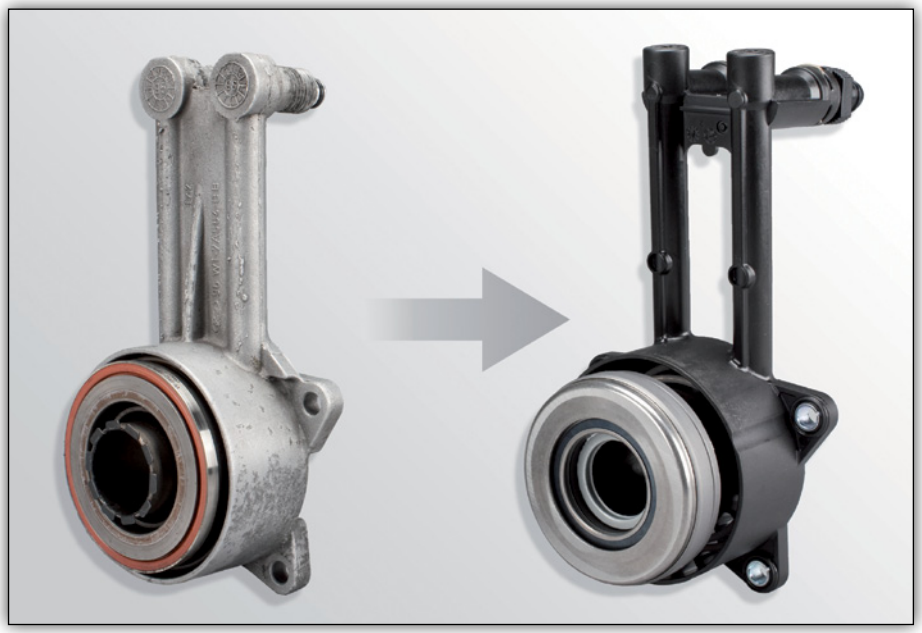

Image 1: *Item replacement from a metal to plastic design*

As part of our continuous efforts to improve our products, the housing of the concentric slave cylinder with item number 510 0011 10 has been changed from metal to plastic.

The item number for the new design has therefore been changed to **510 0011 11** and is included on the housing for identification purposes.

During the changeover period, concentric slave cylinders with metal or plastic housings may be supplied.

This change in material has also been implemented by the vehicle manufacturer.

Note:
Both concentric slave cylinders can be used without restriction on the vehicles specified in the catalogue, despite their different designs.

On some gearboxes manufactured by Ford, it could be possible that the connections of the concentric slave cylinder may not fit through the holes in the transmission bell housing.
In such cases, the holes must be increased in size with a stepped or conical drill bit.

Since the affected vehicles cannot be accurately identified, the hole diameter must be checked during repair work (Image 2).

If the diameter of the holes is less than 21 mm, these must be increased to 21 mm, or up to a maximum of 24 mm.
The instructions on Page 2 (Images 3 to 8) show the work steps to be performed.

This procedure conforms to the specifications of the vehicle manufacturer.

Image 2: *If the diameter is smaller than 21 mm, it must be bored open to at least 21 mm, with a max. of 24 mm*

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Image 3: *Removing the old design*

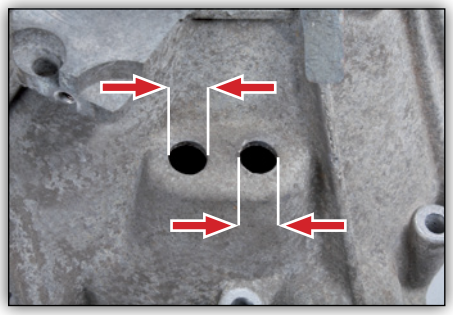

Image 4: *Checking the diameter*

Remove the old concentric slave cylinder (metal design) and measure the diameter of the holes.
If the measured diameter is **less than 21 mm, both holes must be bored open.**

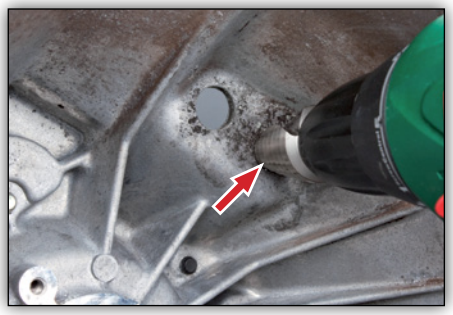

Image 5: *Increasing the size of the holes*

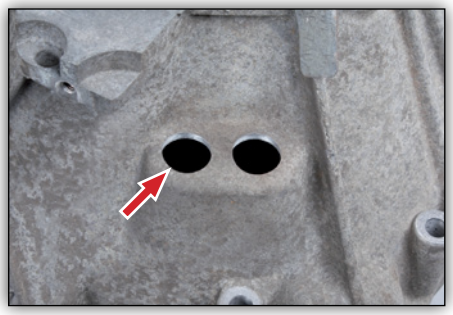

Image 6: *Deburring and cleaning*

Using a stepped or conical drill bit, bore open both holes to **at least 21 mm, with a maximum of 24 mm.**
Afterwards, remove burrs on the inside and outside of the holes and clean the transmission bell housing carefully.

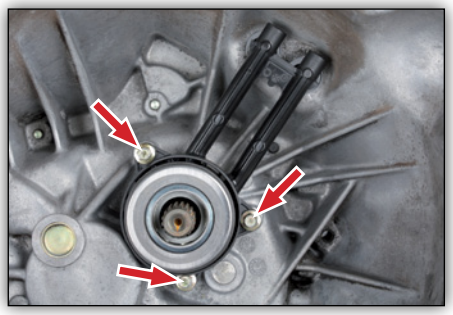

Image 7: *Installing a new CSC*

Image 8: *The vent nipple can be actuated by hand or with a spanner (SW 13)*

Fit the new concentric slave cylinder and tighten to 10 (+1) Nm.

The vent nipple can be easily opened and closed 180° by hand or with a spanner (13 mm) when bleeding the clutch (after installing the gearbox).
The end position can be heard via a quiet clicking sound.

Appropriate spare parts can be found in our on-line catalogue at ***www.Schaeffler-Aftermarket.com*** *or in RepXpert at* ***www.RepXpert.com****.*

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