



PRODUCT SPOTLIGHT
This bulletin contains valuable product related information.
NOVEDADES DEL PRODUCTO
Este boletín contiene información valiosa relacionada a este producto.
ACCENT PRODUIT
Ce bulletin contient de l'information utile sur les produits.



Improper Concentric Slave Cylinder Consolidation

Rather than utilize the late-style OEM concentric slave cylinder (CSC) found in 2001-2004 Ford Ranger, Ford Explorer and Mazda light duty truck applications, some aftermarket clutch suppliers suggest using an early-style CSC that doesn't utilize a dust boot and revised release bearing.

While the early-style CSC found in 1993-2000 Ford Ranger, Ford Explorer and 1994-2000 Mazda truck applications is interchangeable with the late-style CSC, this cost-driven consolidation is not advisable for the following reasons.

Premature Failure

The dust boot is designed to protect the hydraulic seals from abrasive clutch dust and other contaminants. The early-style CSC was prone to premature failure as a result of contamination.

Installation Time

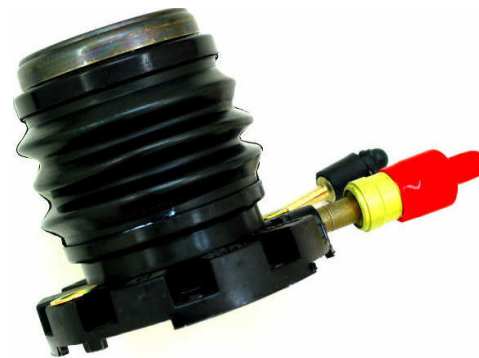
An experienced technician guided by a well-written technical bulletin will easily consume 10-15 minutes of shop time on the conversion. The conversion process requires the CSC to be compressed so the retaining ring and washers can be removed. Next the bearing, dust boot, spring assembly and plastic spacer must be removed. The spring assembly is then removed from inside the dust boot and re-installed on the CSC. Finally, the release bearing is installed on the CSC and the retaining ring is re-installed in order to properly seat the release bearing. By comparison, replacement of the release bearing on the late-style CSC can be accomplished in seconds.

Invalid Warranty

During the conversion process, product damage may occur, thus invalidating the product warranty.



Early-style CSC without dust boot and revised release bearing



Late-style CSC with dust boot and revised release bearing