

Fig. 5.6 Clutch master cylinder pushrod to pedal attachment (Sec 5)

hydraulic system during this and subsequent operations on the hydraulic components.

2 Detach the master cylinder reservoir to clutch master cylinder hydraulic pipe.

3 Working within the car, disconnect the cylinder pushrod at the clutch pedal, then carefully withdraw it from the master cylinder whilst tilting it downwards about 40°.

4 Unscrew and remove the master cylinder retaining bolts and then remove the cylinder.

5 Refitting is a reversal of the removal procedure. The master cylinder to scuttle joint should be smeared with a strip of suitable sealant prior to fitting.

6 When the master cylinder is refitted and the pushrod connected, top up the master cylinder reservoir and bleed the circuit as given in Section 8, then check the amount of slave cylinder travel as shown in Fig. 5.7.

6 Clutch slave cylinder – removal and refitting

1 Remove the master cylinder reservoir cap and syphon off some of the fluid so that its level is just below the line of the clutch master cylinder hydraulic feed pipe connection on the side of the reservoir.

2 Disconnect the hydraulic pipe to the slave cylinder (at the slave cylinder end). Plug the pipe to prevent the ingress of dirt.

3 Unscrew the two slave cylinder retaining bolts and withdraw the cylinder.

4 Refitting is the reversal of the removal procedure. Top up the master cylinder reservoir fluid level on completion and then check the slave cylinder travel. This is shown in Fig. 5.7.

5 To bleed the clutch hydraulic system refer to Section 8.

7 Clutch master and slave cylinders – overhaul

1 Although Renault do not give any overhaul details for these cylinders, they can be disconnected and renovated in a similar manner to a normal hydraulic cylinder.

2 Check before dismantling to ensure that an overhaul kit for the cylinder in question is available.

3 Particular care must be taken not to allow dirt to enter any part of the hydraulic system, and therefore a clean work area must be prepared prior to dismantling.

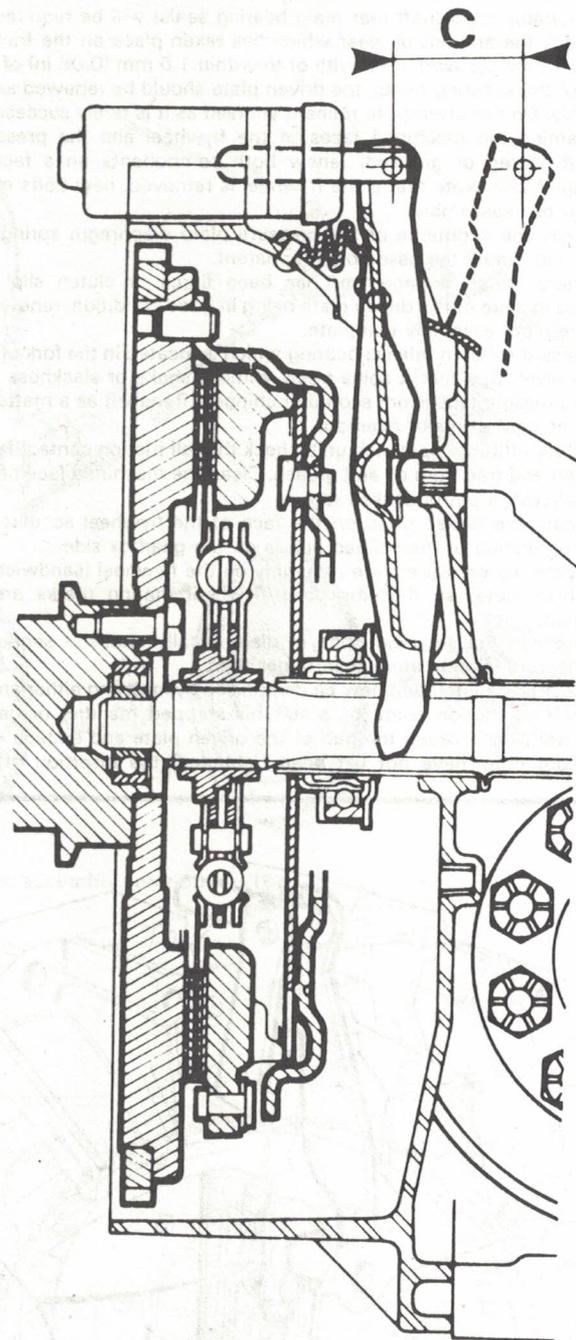


Fig. 5.7 Clutch slave cylinder operating travel 'C' should be 0.47 in (12 mm) minimum (Sec 5)

4 Prise free the dust cover from the end of the slave cylinder. On the master cylinder, the internal retaining clip must be extracted.

5 Apply a limited amount of air pressure into the hydraulic hose connection aperture. Hold a cloth over the exposed end of the cylinder in which to catch the piston assembly and spring when they exit.

6 With the piston and spring removed, wash the respective components in methylated spirit and wipe dry with a non-fluffy cloth. The seal and dust cover should always be renewed when removed. If the piston and/or cylinder bore are damaged, scored or excessively worn, the complete cylinder must be renewed.

7 Before reassembly, smear the piston seal and cylinder bore with hydraulic fluid. Locate the new seal on the piston and note that the wider spring coils are located at the opposite end to the piston. Insert them into the cylinder, taking care not to damage the seal lips. Locate the dust cover and circlip as applicable.