

Blue Print Info

Dacia Sandero / Nissan Cube, Juke, Kubistar, March, Micra, Note, NP200, NV200, Qashqai, Tiida, / Renault Kangoo, Modus – Subject Concentric Slave Cylinder Bleeding

Applicable References: ADN13653

Applications: Dacia Sandero 1.2i 2013>, Nissan Cube 1.6i 2009>, Juke 1.6i 2010>, Kubistar 1.5DT 2003>, March 1.2i 2003>, Micra K12 1.0i, 1.2i, 1.4i, 1.5DT, 1.6i 2002 >2010, Micra K13 1.2i, 1.2 SC 2010>2011, Note 1.4i, 1.5DT, 1.6i, 2006>, NP200 1.5DT, 1.6i, 2008>, NV200 1.5DT 2009>, Qashqai 1.6i 2006>2014, Tiida 1.6i 2007>, Renault Kangoo 1.5DT 2002>2008, Modus 1.5DT 2004>

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This operation is usually carried out after replacing a clutch assembly or clutch master cylinder. Failure to adhere to this procedure may result in air being trapped in the hydraulic system, causing an incorrect operation of the clutch.

1. First, top up the clutch fluid reservoir with new clutch fluid and then connect a transparent hose to the air bleeder (A) of the bleeding connector which is part of the clutch concentric slave cylinder.
2. Press the retaining clip down into the bleeding connector and hold in position; this is to partially release the clutch tube. (Figure 1)

CAUTION: Since the inside of clutch fluid tube is under hydraulic pressure, hold the tube to prevent it from becoming fully disconnected.

3. Slide the clutch tube in the direction of the arrow (Figure 2) by approximately 5mm and release the retaining clip. This will allow clutch fluid to flow from the air bleeder. **Do not fully extract the tube.**
4. Depress the clutch pedal and hold it down to bleed the air from the system. The system is correctly bled when no more air is visible in the hose. Keep the pedal held down.
5. Push the clutch tube back into its original position ensuring it clicks into place securely, then release the clutch pedal. Make sure that the retaining clip is in its correct position to retain the clutch tube.

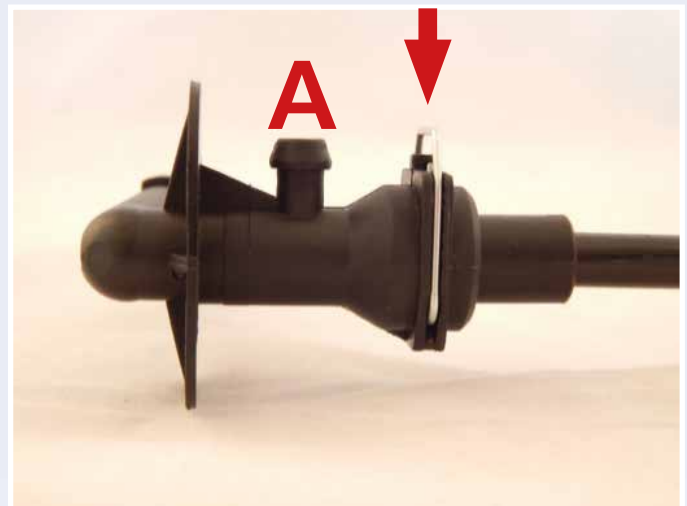


Figure 1

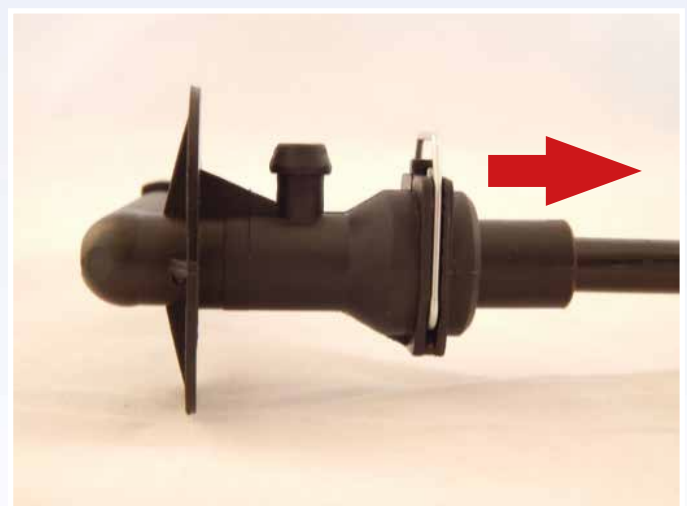


Figure 2

Further Instructions on next page

NOTES:

Check that the clutch fluid level in the reservoir is within the specified level during and after air bleeding.

Check that the clutch pipe is correctly routed and retained so that no chafing can occur.

Carry out road test to check for correct clutch operation and re-check for leaks.

Do **NOT** use a vacuum or pressure bleeder on this system as it may cause damage to seals within the clutch hydraulic system.



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