TECHNICAL NOTE
Edition Anglaise

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Service 0422

LAGUNA

Type: **X56 9**

S/Section: **37**

37 HYDRAULIC CLUTCH CONTROL

Other sub-section concerned : **20** **21**

- Engine : **XXX**
- Gearbox : **XXX**

Basic manual : **MR 307**

This technical note gives details of special points relating to the removal-refitting of the hydraulic clutch control.

The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed".

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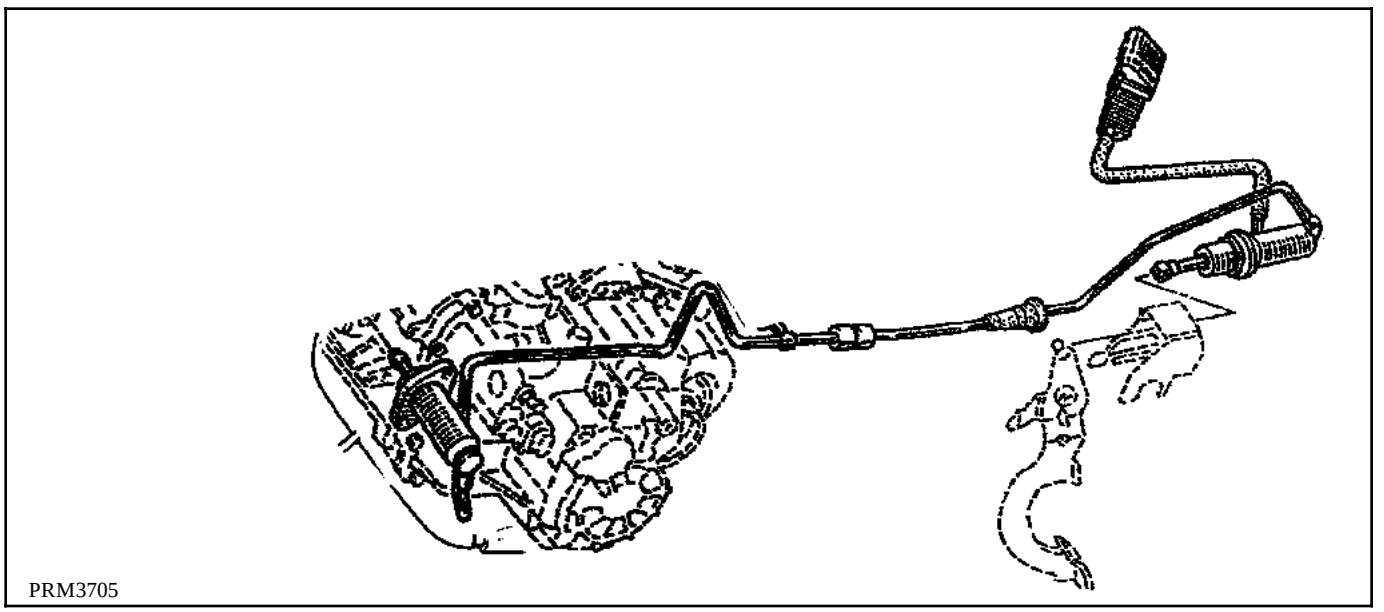
REMOVAL - REFITTING

This equipment is delivered pre-filled and bled as two elements (sender and slave cylinder). As a result, if one element is replaced then the other element also needs to be replaced.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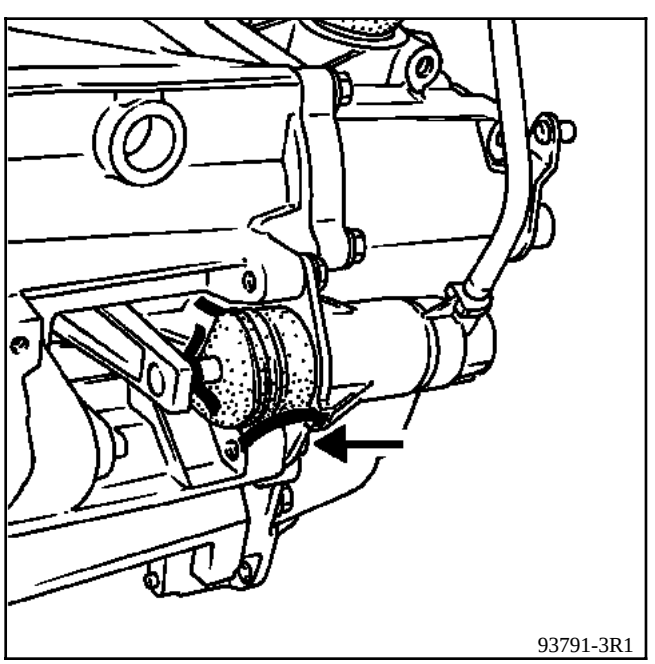
REMOVAL

Place the vehicle on a lift.

Disconnect the battery.

Remove:

- the plastic engine undertray,
- the bottom slave cylinder mounting bolt and the bolt securing the pipe to the housing.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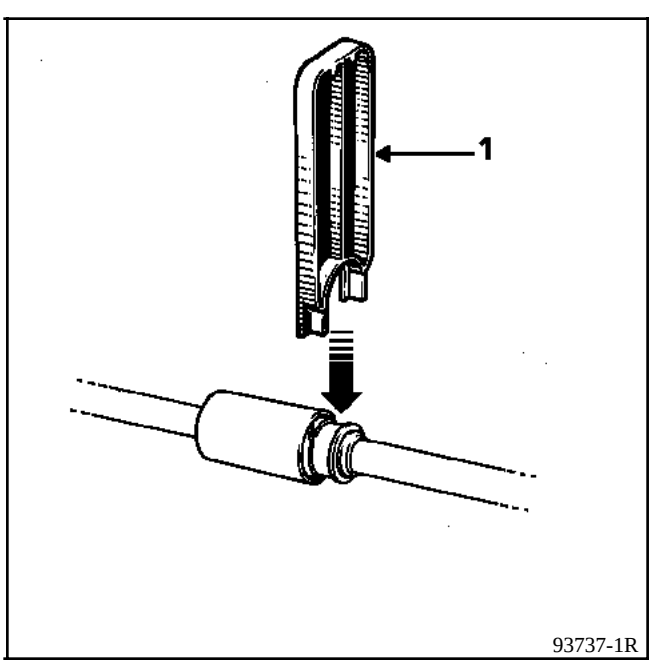
Working from above the vehicle.

Remove:

- the air filter housing,
- the filter bracket,
- the slave cylinder pipe top mounting bolt.

Using tool (1) supplied in the kit, disconnect the sender - slave cylinder connection pipe snap-on located underneath the bracket removed beforehand.



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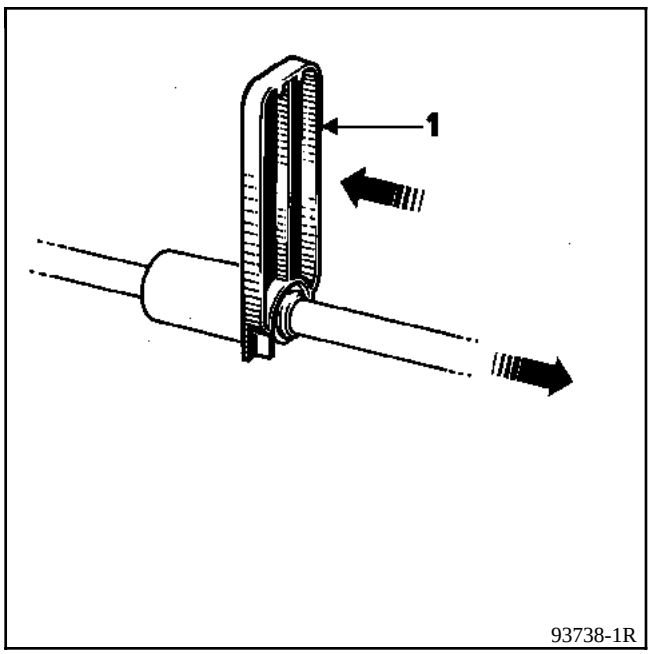
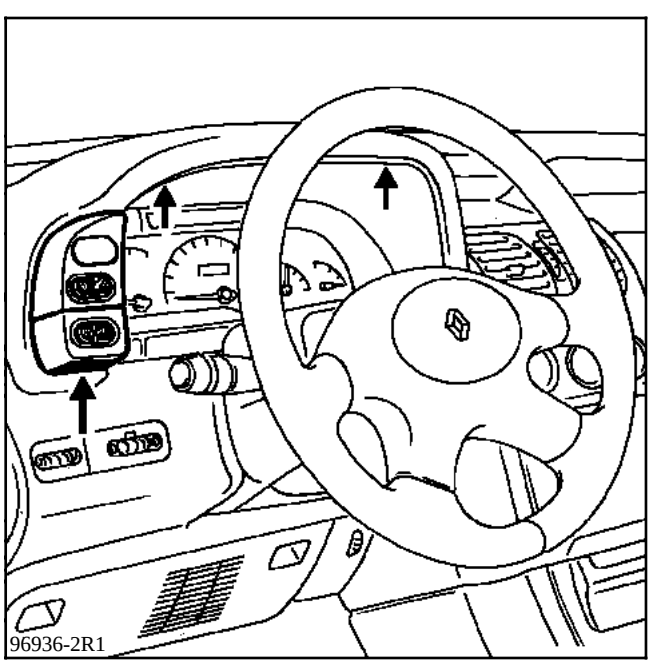


Disengage the slave cylinder from the engine compartment.

In the passenger compartment :

Remove :

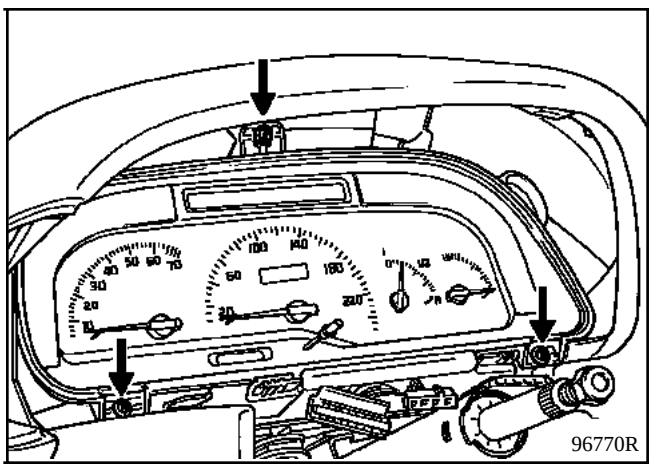
- the block of switches on the left-hand side of the instrument panel,



- instrument panel visor (three screws).

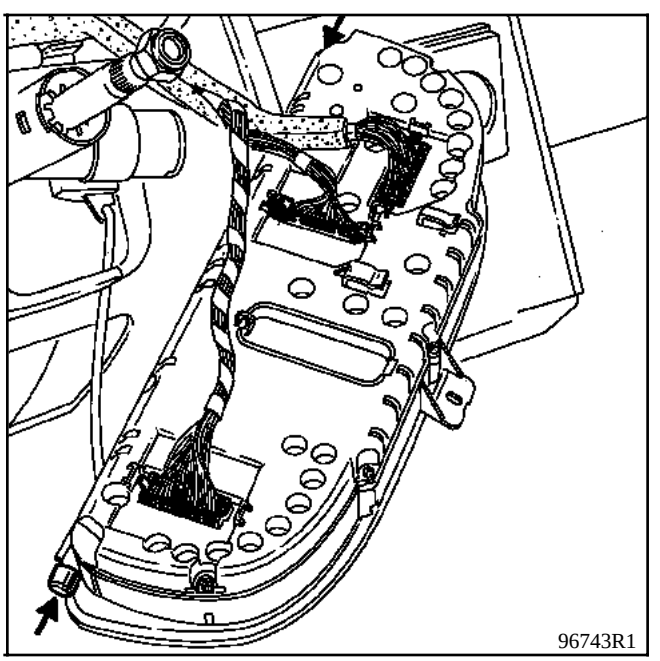
To make it easier to remove the visor, release the steering column adjustment and pull back the steering wheel.

Remove the instrument panel (three screws) by pivoting it upwards.



For "conventional" type instrument panels, disconnect the speedometer cable (from underneath the vehicle).

Disconnect the instrument panel, taking care not to lose the rubber spacers so that they can be repositioned when refitting.



IMPORTANT
The instrument panel must always remain in the position it is in when it is fitted to the vehicle (vertical position) for the following reason :

Instruments with a needle indicator (fuel level, oil level, speedometer, rev counter, ...etc) contain silicon.

This product provides a damper effect for the needle.

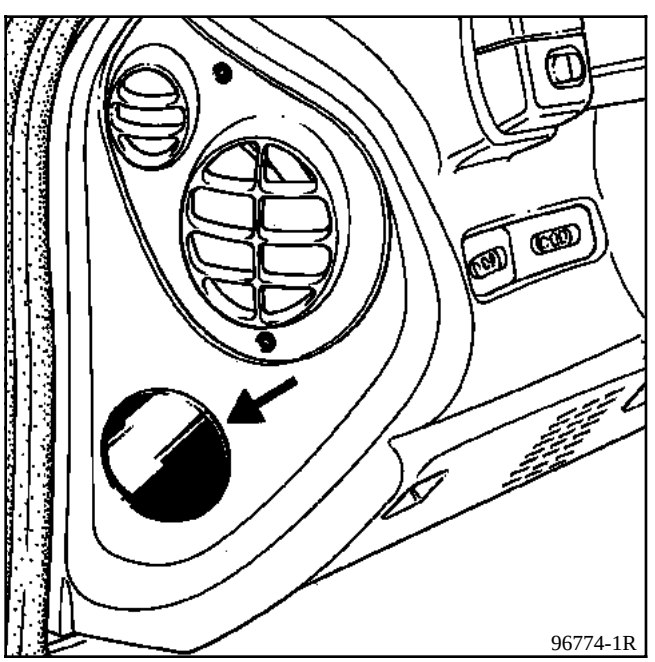
If the instrument panel is placed in another position for more than 10 consecutive minutes the silicon can run out.

If this should occur, the needle indicators for the instruments concerned are no longer cushioned and this will mean any defective instrument will need to be replaced.

In the engine compartment :
- Free off the bulkhead cable grommet by pushing it back in towards the passenger compartment.

In the passenger compartment :
- The sender mounting is of the bayonet type. To remove it, turn the sender body 1/8 of a turn clockwise.

Remove :
- The dashboard left side blanking cover,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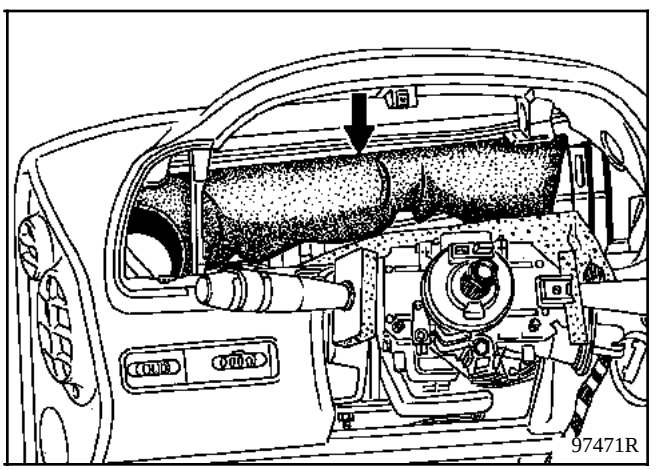
- By accessing from above and using a long flat screwdriver, free off the sender ball joint on the pedal,

- Remove the air duct behind the instrument panel. To do this, separate the right-hand section and fit it into the hole left by the side blanking cover, then twist it to take out the right-hand section and then the rest of the assembly,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- Unclip the fluid reservoir,

- Remove the sender.

REFITTING

Refit:

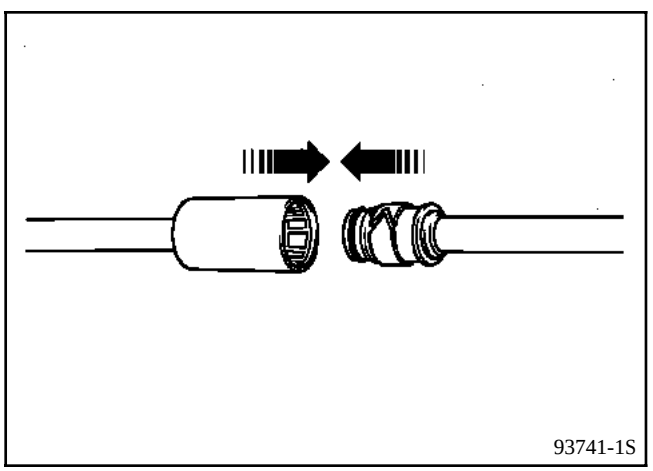
- the sender without locking it,
- the pushrod ball joint on the pedal,
- the air duct,
- the left side blanking cover.

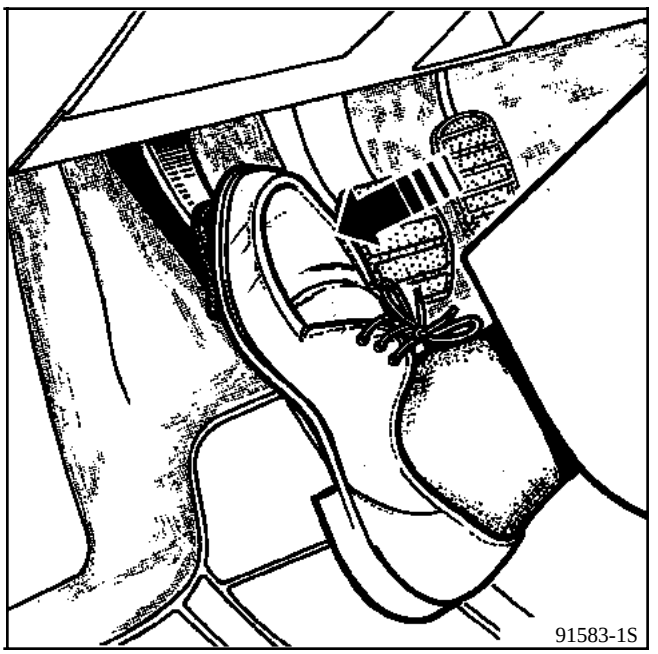
Lock the sender in position and correctly fit the cable grommet onto the bulkhead.

Refit the slave cylinder.

Check to make sure that there is no dirt obstructing the connections.

Connect the snap-on connections.





Fully depress the clutch pedal and gently bring it back up to its upper end stop (do this 2 or 3 times).

Check that the clutch fork is moving correctly.

Refit the instrument panel.