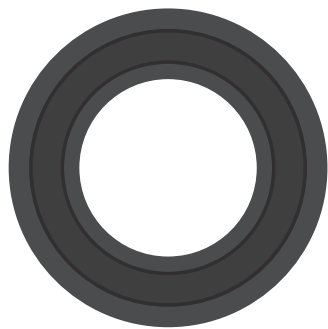


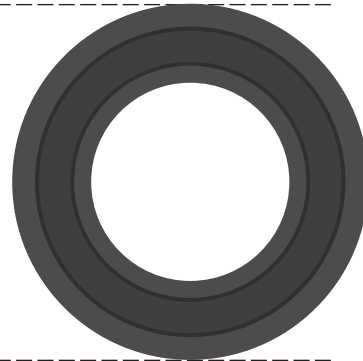


These two seals are identical.

Or they were before they were contaminated.



Standard Size



Contaminated

Nearly all rubber seals are designed to work with synthetic brake fluid (DOT 3, DOT 4, DOT 5). If they come into contact with any other form of mineral oil, such as lubricating oil, WD40, Paraffin, Engine Degreasant or similar they become contaminated and swell.

Common causes of contamination are:

Use of incorrect brake fluid (usually mineral fluid used in some early Citroens) Brake fluid introduced from a jug/container that previously contained a mineral /engine oil. Paraffin/Diesel/Engine degreasant or similar used to internally clean the reservoir. One things for sure, it wasn't the cylinder manufacturer!

Problems occurring.

As you will see clearly, the contaminated seal has swollen dramatically. This contamination will cause all sorts of problems and could ultimately lead to complete brake failure! A swollen master cylinder seal would cause a poor spongy pedal and probably brakes binding on. In addition, the rest of the hydraulic system will also have been affected and it is strongly recommended to replace all flexible hoses, caliper seals, wheel cylinders and regulator valve/s (if fitted).

Warranty rejection.

This is not a manufacturing fault and the failure has been introduced entirely by the use of incorrect / contaminated fluid, either at point of installation or at a later date by the end user.