

Nationals 3 Year Warranty Statement

Our 'No quibble' clutch guarantee' covers any material or manufacturing defects for passenger cars and light commercial vehicles.

Signs of abnormal operating conditions or fitting faults are excluded. To assist your returns department with a diagnosis, we have provided images of excluded claim types below.

Damaged Concentric Slave Cylinders (CSC)

Symptoms:

Our warranty department has received a number of damaged cylinders with typical failure patterns associated from Incorrect bleeding practices, incorrect handling or gearbox mounting.

Causes:

Dry squeezing

If the CSC bearing is compressed before fitting, the internal seals become friction damaged as the chamber is not pre-filled with hydraulic fluid.

Cleaning agents & lubricants

Never use cleaning agents or grease on the CSC. The product is already lubricated and certain products cause a chemical reaction with the seals.

Over stroking the unit

Don't pump the pedal rapidly during bleeding. This forces the roller bearing beyond its designed stroke length and the main seal located behind the bearing become damaged from fouling the guide tube metal end cap (refer to image)

Pressure bleeding

We do not recommended this method as the unit can be over pressurized, resulting in damaged internal seals.

Correct gearbox seating

On most CSC's, the gearbox holds the back plate in place after fitment. If the CSC has not been seated squarely, then hydraulic pressure will eventually force the back plate out of position (refer to image)

Further advice available:

Nationals technical service bulletin 008 - Over stroked cylinders.

Overstroking resulting in a damaged end cap



The unit was not bolted down evenly, resulting in the backplate moving and exposing the inner seal.