

**Preparation:** Before installing your new purchase please ensure you have at least the following items at hand: 5mm Allen Key, 14mm socket wrench, 11mm ring spanner, Flat screwdriver, a suitable catch vessel and 500ml+ of manufacturer's approved clutch fluid (Ensure you are 100% familiar with their instructions on use before commencing installation).

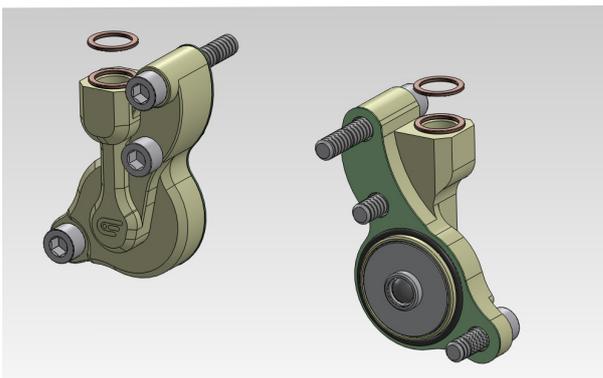
**THESE INSTRUCTIONS ONLY APPLY WHEN THE MOTORCYCLE HAS THE ORIGINAL STOCK CLUTCH FITTED.**

## Installing the slave cylinder

- 1.** Remove any fairing (where necessary) to ensure entire area is easily accessible. The bike will need to be held upright or slightly away from the side stand to assist the escape of air bubbles.
- 2.** Have a cloth wrapped around the existing clutch body when loosening (but not removing) the banjo bolt to minimise the spread of fluid. When loosening the bolt ensure your catch vessel is in place for any escaping fluid. Remove the existing cylinder from the engine keeping the clutch line and original cylinder together while completely wrapped in cloth.
- 3.** Please use the appropriate size fasteners for your bike. If you are replacing your slave on the LC4 type engine with right hand drive chain then you **MUST** use the original KTM low profile bolt in the lower position. Only use the body seal o-ring if your bike uses one originally. Once the new slave cylinder is attached to the bike (ensuring great care is taken when attaching) it can be completely filled with clutch fluid. The pipe and banjo bolt can be removed from the original cylinder and attached to the new one. Do this as quickly and safely as possible to curb later bleeding times. When attaching the banjo bolt to the new slave cylinder be also sure to use the copper washers provided to reseal the connection.
- 4.** Bleed the system through the original bleed valve at the top of the slave cylinder ensuring a pipe is attached and leading to the catch vessel. Apply approximately six pulls on the clutch lever (holding the lever in on the last stroke). Loosen the valve to release the fluid's pressure and tighten before releasing the lever. Repeat this until the clutch no longer feels 'spongy'. Also ensure the clutch reservoir levels do not drop low and draw in air.

Installation is complete and you may now enjoy the benefits of your new Oberon clutch slave cylinder. The clutch at first will feel light due to the increased efficiency but it won't take long to adjust to the effortless and smoothness of the new clutch system.

**NB If you are replacing your slave on the LC4 type engine with right hand drive chain then you MUST use the original KTM low profile bolt in the lower position.**



Enclosed:

- 1 off Body Seal O-Ring
- 1 off Paper Gasket
- 1 off M6 x 16 Bolt
- 1 off M6 x 20 Bolt
- 1 off M6 x 25 Bolt
- 1 off M6 x 30 Bolt
- 1 off M6 x 40 Bolt
- 2 off 14 x 10 x 1 Copper Washers

