

# KTM (LC4) Clutch Slave Cylinder Installation instructions

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Preparation: Before installing your new purchase please ensure you have the required tools at hand, including a suitable catch vessel and some approved clutch fluid which must be used in accordance with the manufacturers instructions. Some models use mineral oil, some models use DOT 4, although the Oberon Performance slave unit will accept either oil without any issues, the master cylinder will only function correctly with the fluid recommended by either Brembo or Magura (depending on the type fitted to your model).

## Installing the Slave Cylinder

*Please read instructions fully before commencing*

Oberon Bleed® System incorporated in this new cylinder will assist greatly to expel air.

- 1.** Remove any fairing or covers (where necessary) to ensure the entire area is easily accessible. The bike will need to be held upright or slightly away from this position to assist the escape of air bubbles.
  - 2.** Have a cloth wrapped around the existing clutch body when loosening (but not removing) the hydraulic hose to minimise the spread of fluid. When loosening the hose 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 preferably completely wrapped in cloth.
  - 3.** This Oberon Performance clutch slave cylinder has been pre-assembled , please ensure the new gasket is fitted prior to fastening the unit to the engine, you will need to retain and use the original bolts due to the varying nature of the casings and accessories .
  - 4.** The pipe and bleed nipple can now 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 refitting the hydraulic hose to the new slave cylinder please ensure the fittings are meticulously clean to seal the connection.
  - 5.** Fit the Oberon slave cylinder ensuring all original components are refitted, please note that the KTM Master cylinder has a small capacity so careful attention to fluid level is important. NB, some models require the small chain guard is fitted prior to the hydraulic hose for ease of fitting. 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 pressure and retighten before releasing the lever. Repeat this until the clutch no longer feels 'spongy'. Also ensure the clutch master reservoir levels do not drop low and draw in air.
- Finally, ensure all fastenings are tightened correctly before starting the engine or using the clutch.

*You may find it easier and save time, if the new slave cylinder is filled with fluid prior to fitting, by filling the cylinder with the aid of a syringe.*

**Do NOT push against the piston once the cylinder is filled, fluid will be ejected and *may cause injury*.**

Refitting of the red dust cap is recommended to help prevent spillage. Installation is complete and you may now enjoy the benefits of your new Oberon clutch slave cylinder. The cylinder itself also comes with a manufacturer's warranty.

**WARNING: Do NOT attempt to operate the slave cylinder whilst removed from the engine.**

**Use of the slave cylinder whilst not on the engine will damage the piston/seals and invalidate your warranty.**

Enclosed:  
1 off Paper Gasket and 2 off Copper Washers



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