

Installation Instructions

Aprilia/Kawasaki

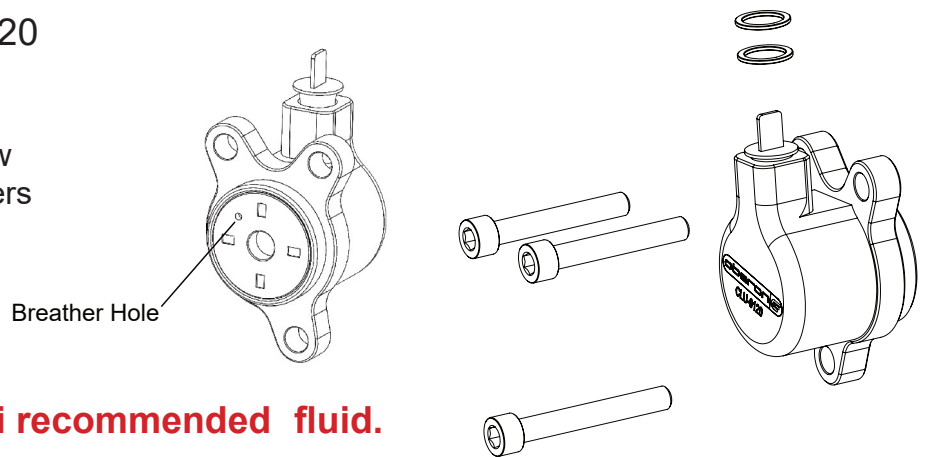
Clutch Slave Cylinder CLU-0120



Enclosed:

3 off M6 x 45 Socket Cap Screw

2 off 14 x 10 x 1 Sealing Washers



Use only Aprilia or Kawasaki recommended fluid.

Preparation:

Before installing your new purchase please read and understand these instructions fully and make sure you have the following items to hand:

4mm Allen Key, 14mm Ring Spanner, 11mm Ring Spanner, Flat Screwdriver, a suitable catch vessel and 500ml+ of manufacturers approved clutch fluid which must be used in accordance with the manufacturer's instructions. (Ensure you are 100% familiar with their instructions on use, before commencing installation).

Ref: Push rod length 37mm from the crankcase face.

WARNINGS

DO NOT push against the piston once the cylinder is filled as fluid could be ejected and may cause injury. Refitting of the red dust cap is recommended to help prevent spillage.

DO NOT operate the slave cylinder off of the engine, the piston may be ejected - or cause damage to the seals and piston.

Installing the Slave Cylinder

1. Remove any fairing (where necessary) to ensure the entire area is easily accessible. The bike will need to be held upright to assist the escape of any 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 to catch any escaping fluid. Remove the existing slave cylinder from the engine keeping the clutch line and original cylinder together preferably completely wrapped in cloth.
3. Once the original clutch slave cylinder has been removed and adequately cleaned, the mounting plate that is often still attached to the clutch slave should now be safe to remove. Once this has been achieved a thorough cleanse of the mounting plate should now be performed, ready for the installation of the Oberon slave unit ensuring all surfaces are free of dirt and debris.
4. 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 is possible to curb later bleeding times. Be sure to use the new copper washers provided, to seal the connection.
5. Fit the new slave cylinder ensuring any spacers and original components are refitted, please note that the Aprilia Slave Cylinder is mounted 'off the upright position' and therefore benefits from the assistance of the Oberon Bleed® System to help expel air.
6. Now bleed the system through the original bleed nipple 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 bleed nipple to release the fluid pressure with any air bubbles and then re-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. Check all fastenings and banjo bolts.

Product diagnosis in the event of a suspected leak or failure.

1. How often are you refilling the clutch master cylinder?
2. Oil leaks? Check whether it is gearbox, chain or hydraulic oil.
3. Ensure the pressure plate bearing is running freely – taking care to ensure the pushrod is NOT being 'driven'.
4. The seals are manufactured from special materials and purposely machined as a hydraulic seal. Therefore they have an extremely long life and very rarely need replacement (unlike common 'O' rings or inferior seals).
5. Please contact admin@oberon-performance.co.uk for further guidance where needed.