

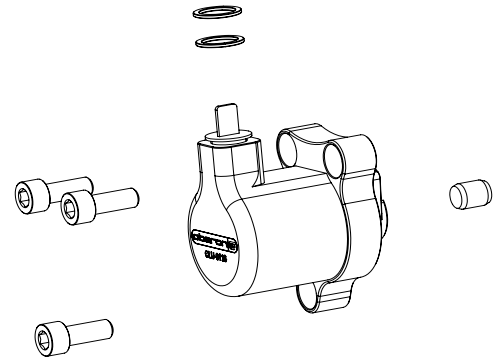
Installation Instructions Ducati



Clutch Slave Cylinder CLU-0116

Enclosed:

- 3 off M6x16 Bolts
- 2 off Sealing Washers
- 1 off Extension Rod
- 1 off Fully assembled clutch slave unit



Use only Ducati recommended fluid.

Preparation:

Before installing your new purchase please read and understand these instructions fully and make sure you have at least the following items at hand: 4mm Allen Key, 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.

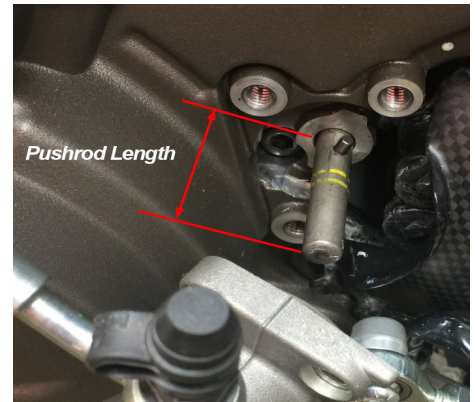
NB: Some Ducati models are fitted with a small rubber gaiter behind the slave cylinder, this can be refitted if you wish - but it is not required.

ALWAYS CHECK PUSHROD LENGTH FIRST BEFORE INSTALLATION.

Included in the kit is an extension rod and should ONLY be fitted if the pushrod length is less than 30mm from the crankcase face

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. *Included in the kit is an extension rod and should ONLY be fitted if the pushrod length is less than 30mm from the crankcase face* the clutch slave cylinder is pre-assembled and is ready to go straight on. If the extension piece is fitted and later found to be not needed, it can be removed by striking the whole unit on a firm surface, ply wood or flat MDF are ideal. We are happy to advise further if required - please check before fitting the extension piece, as this is obviously a better option.
4. 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 sealing washers provided to reseal the connection.
5. 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. Since 2012 Ducati includes a plastic pushrod retainer, this is not required for the Oberon slave due to our unique design, and so it can be kept for use with the old unit.

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 which will cause damage to the seals.

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.