

Installation Instructions

KTM



Clutch Slave Cylinder CLU-0121

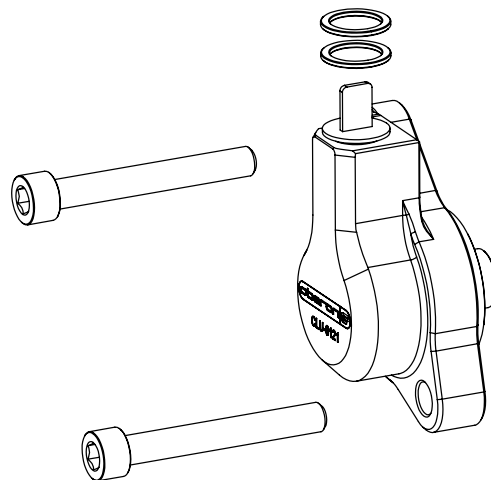
Enclosed:

- 1 off 8mm Steel Ball
- 2 off Sealing Washers
- 2 off M6 x 45mm Bolts
- 2 off M6 x 50mm Bolts
- 2 off M6 x 55mm Bolts

NB

Oberon also manufacture a new backing plate (CLU-0122) to Replace the OEM plastic version.

Always use KTM recommended fluid only



Preparation: Before installing your new purchase please read and understand these instructions fully and make sure you have the following items to hand: 5mm Allen Key, 14mm ring spanner, 9mm ring spanner, 8mm Socket, Pozi screwdriver, a suitable catch vessel and 250ml+ approved clutch fluid which must be used in accordance with the manufacturer's 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 master cylinder type fitted to your model).

VERY IMPORTANT!

The 8mm ball bearing supplied - must be installed in the open end of the piston and retained with a small amount of grease prior to fitting the unit to your KTM.

DO NOT OPERATE THIS SLAVE UNIT OFF THE BIKE. Please read instructions fully before commencing.

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 this position to assist the escape of air bubbles. Check the required length of screw to refit the unit and put the others aside. Some models have an extra distance plate which will require the longer screw.
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 preferably completely wrapped in cloth.
3. This Oberon Performance clutch slave cylinder has been pre-assembled, however you will need to install the ball bearing with grease as detailed above. If using the Oberon mount, retain the KTM spacers for re-use.
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 possible to curb later bleeding times. When attaching the banjo bolt to the new slave cylinder be sure to use the new copper washers provided, to seal the connection.
5. Fit the Oberon slave cylinder ensuring all spacers and other 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. Check all fastenings and banjo bolts are securely fitted. 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.

WARNING: Do NOT push against the piston once the cylinder is filled, fluid will be ejected and may cause injury. Installation is now complete and you can enjoy the benefits of your new Oberon clutch slave cylinder.

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. Check the push rod shaft oil seal (9mm x 18mm x 6mm) for leaks as gearbox oil can drip down the shaft and lead to misdiagnosis.
5. 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).
6. Please contact admin@oberon-performance.co.uk for further guidance where needed.

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