

# Installation Instructions

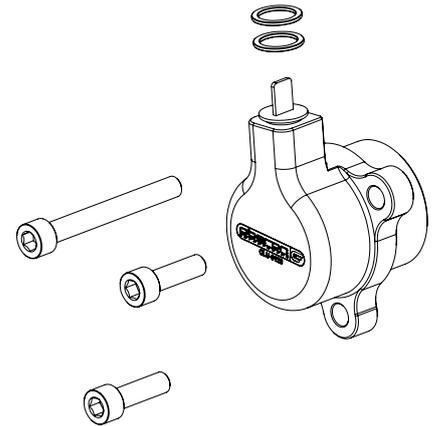
## MV Agusta

### Clutch Slave Cylinder CLU-0123



Enclosed:

- 2 off M6 x16 Socket Cap Screw
- 1 off M6 x 45 Socket Cap Screw
- 2 off 14 x 10 x 1 Sealing Washer



### Always use MV Agusta 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, 12mm Ring Spanner, 8mm 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).

#### 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 cylinder from the engine keeping the clutch line connected - preferably completely wrapped in cloth.
  3. The clutch slave cylinder is pre-assembled and is ready to go straight on, please ensure it is inserted all the way until its 'home'. Checking all surfaces are totally clean and dirt free.
  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. When attaching the banjo bolt to the new slave cylinder be sure to also use the new copper washers provided, to seal the connection.
  5. Fit the new slave cylinder ensuring all spacers and original components are refitted, please note that the original Slave Cylinder is mounted 'off the upright position' and therefore will benefit from the Oberon Bleed® System to remove air.
  6. 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 are securely fitted.

Good Tip...

You may find it easier if the new slave cylinder is filled with fluid before attaching the pressure line, mount the cylinder following step 5 then fill the cylinder with the aid of a syringe, then refit the pressure line and proceed to step 6.

Enclosed:

#### WARNINGS

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

Do NOT operate the unit off of the engine - doing so could eject the piston and cause damage to the unit

#### 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](mailto:admin@oberon-performance.co.uk) for further guidance where needed.