

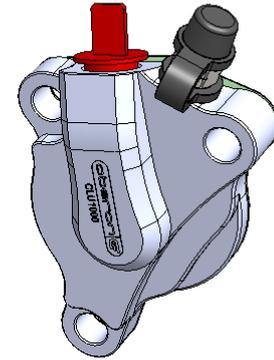
# Installation Instructions KTM/Husqvarna

## Clutch Slave Cylinder CLU-1000



Enclosed:

- 1 off fully assembled clutch slave unit
- 1 off paper gasket
- 2 off sealing washers(if required).



**Always use KTM / Husquvarna 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, including a suitable catch vessel and some 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 type fitted to your model).

### Installing the Slave Cylinder:

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 possible 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.

**WARNING: Lightly oil the rubber diaphragm with engine/gearbox oil before inserting slave cylinder in the bike. It is very important that you do not force this seal as any tears or rips could cause the unit to malfunction.**

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. **Only use the sealing washers provided if your original fluid pipe uses them.**

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.

### WARNING

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

### 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.

