

Installation Instructions

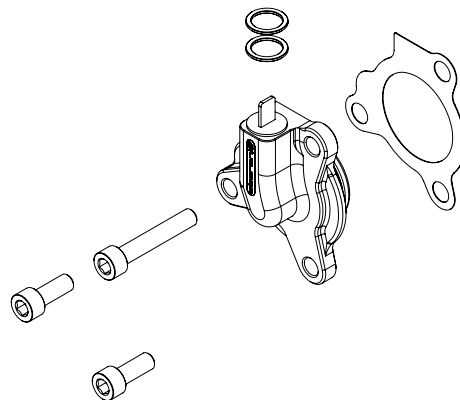
KTM/Husqvarna/Husaberg



Clutch Slave Cylinder CLU-4050

Enclosed:

- 1 off fully assembled clutch slave unit
- 2 off sealing washers
- 1 off paper gasket
- 2 off M6 x 16mm bolts
- 1 off M6 x 35mm bolt



Use only manufactures recommended fluid.

Preparation:

Before installing your new purchase please read and understand these instructions fully and make sure you have the required tools at hand, including a suitable catch vessel and some approved clutch fluid which must be used in accordance with the manufacturer's instructions. Please use only the fluid recommended by your manufacture.

Installing the Slave Cylinder:

Please read instructions fully before commencing

1. Remove any bodywork 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 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.
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 use the new sealing washers supplied and ensure all fittings are meticulously clean.
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 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.

Finally, ensure all fastenings are tightened correctly before starting the engine or using the clutch.

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.

WARNINGS

- DO NOT push against the piston once the cylinder is filled as fluid could be ejected and may cause injury.**
- DO NOT operate the slave cylinder off of the engine, the piston may be ejected - or cause damage to the seals and piston.**

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.