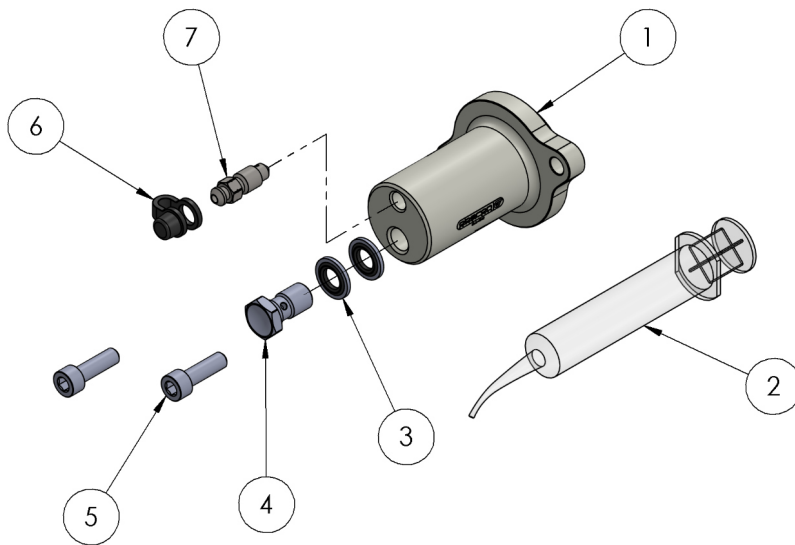


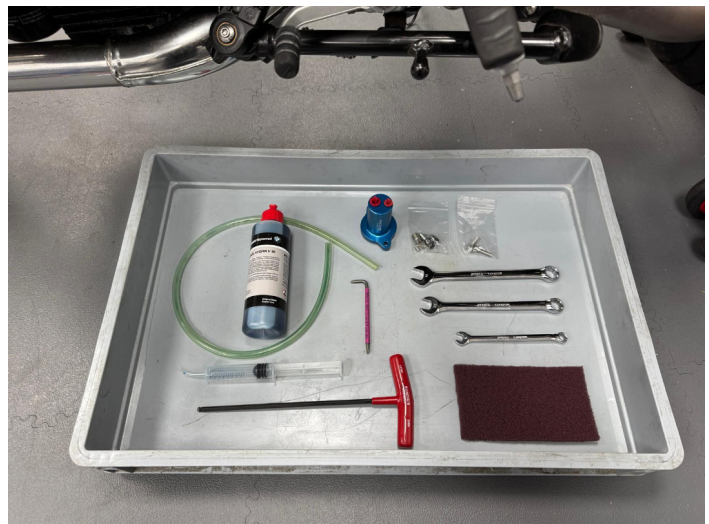
CLU-4542 Replacement Clutch Slave Cylinder



ITEM NO.	DESCRIPTION	QTY.
1	BMW Fully Assembled Clutch Slave Unit	1
2	12ml Plastic Syringe	1
3	Seal	2
4	M10 x 1 Banjo Bolt	1
5	M6 x 20mm Fastener	2
6	Dust Seal	1
7	M8 Bleed Nipple	1

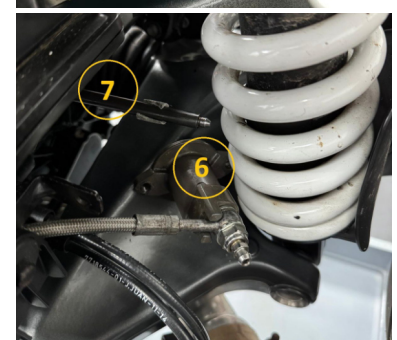
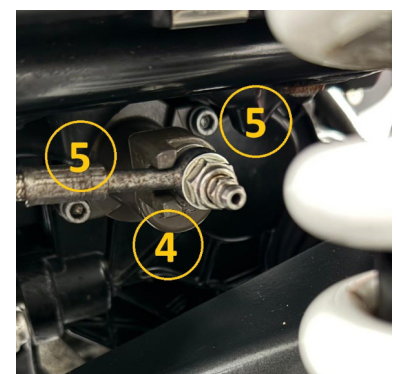
Tools required:

- (1) 8mm Combination Spanner
- (2) 13mm Combination Spanner
- (3) 14mm Combination Spanner
- (4) 5mm Allen Key. (Suggest ball hex 250mm long)
- (6) T20 Torx Key
- (7) 250ml BMW Motorrad Hyspin V10
- (8) Catch Tray
- (9) Flexible Clear Tube to fit over 6/7mm boss
- (10) Clean Up Cloth
- (11) Abrasive Pad



ALWAYS USE BMW RECOMMENDED CLUTCH FLUID

1. Gather all tools required.
2. Stand bike upright.
3. Shroud the clutch master cylinder in a cloth and remove the reservoir cap using the T20 torx key.
4. Using the 13mm spanner, break the seal on the OEM banjo bolt and re tighten finger tight.
5. Loosen and remove the two M6 fasteners using a 5mm hex tool and remove the OEM slave cylinder from its mounting. Please be extremely careful when disconnecting the slave body from the push rod. Corrosion will have built up over time and could prove difficult to separate.
6. Withdraw push rod as far as you can. DO NOT LOSE THE FELT SLEEVE
Using the abrasive pad, clean up the end of the push rod so that there is no corrosion left. This end of the rod has to fit into a precision bearing so needs to be meticulously clean.
7. If the felt sleeve has come away re position it into its dedicated groove and drive the push rod home.



8. Fill the syringe with fresh clutch fluid. Position the new slave unit on a flat floor and fill the unit up to the top. This will take more than one syringe full. Thread the bleed nipple and dust cap into the slave unit finger tight. Prepare the banjo bolt by pushing one of the washers all the way to the end.
9. In this next step it is critical not to let the Clutch Master Cylinder run dry of clutch fluid. If it does then the bleeding sequence will be greatly extended. Tip: Have a helper monitor the master cylinder and top up as required. Remove the OEM banjo bolt from the OEM cylinder and transfer the OEM hose to the new unit using the other washer and the new banjo bolt/washer combination. Holding the hose, tighten the banjo finger tight to stop any more fluid leaking.



10. Now position the unit centrally over the push rod making sure that the end of the rod is located in the bearing. Position the M6 bolts by hand in the unit. It is very important not to wind just one bolt in fully as this can misalign the unit with the push rod. Alternate between the bolts for two turns each which will draw the unit squarely down to the mating surface. Tighten to the manufacturer's torque settings.
11. Keeping a hold of the hose tighten down the banjo bolt to 10—12Nm
12. Bleed the system through the 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.
13. Final torque setting for bleed nipple 6-8Nm
14. 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.



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. 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).
4. Please contact admin@oberon-performance.co.uk for further guidance where needed.