

Installation Instructions

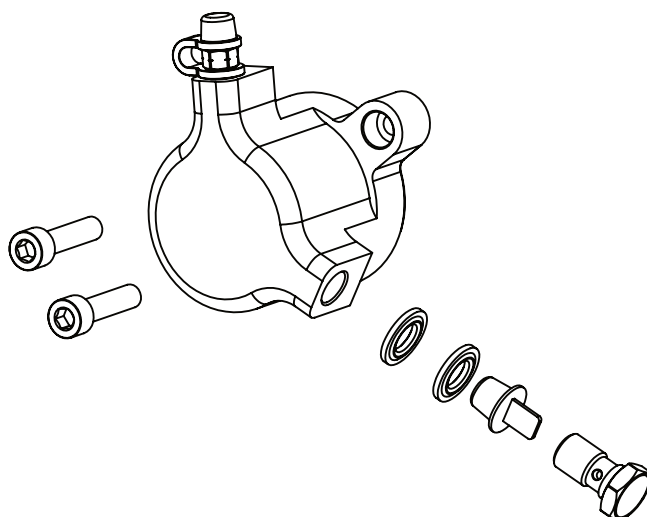
Suzuki

Clutch Slave Cylinder CLU-9000



Enclosed:

- 1 off fully assembled clutch slave unit
- 2 off sealing washers
- 2 off M6 x 25 bolts
- 1 off M10 x 1 Banjo Bolt



Use only Suzuki recommended fluid.

Use manufacture torque settings.

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 socket wrench, 11mm ring spanner, flat screwdriver, a suitable catch vessel and 500ml+ of manufacturer's approved clutch fluid (Ensure you are 100% familiar with their instructions on use before commencing installation).

THESE INSTRUCTIONS ONLY APPLY WHEN THE MOTORCYCLE HAS THE ORIGINAL STOCK CLUTCH FITTED.

Installing the slave cylinder

1. Remove any fairing/bodywork (where necessary) to ensure entire area is easily accessible. The bike will need to be held up-right or slightly away from the side stand to assist the escape of 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 for any escaping fluid. Remove the existing cylinder and sprocket cover from the engine keeping the clutch line and original cylinder together while completely wrapped in cloth.
3. The inside of the sprocket cover can become very dirty so a good clean is often required before swapping over the clutch slaves. Once the new slave cylinder is attached to the sprocket cover it can be completely filled with clutch fluid. The pipe and banjo bolt can now be re-attached to the new one. When attaching the banjo bolt to the new slave cylinder be sure to use the sealing washers provided to reseal the connection.
5. Attach the sprocket cover back on the engine. Tighten the banjo bolt* to manufacture recommended torque settings.
4. 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'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. Installation is complete and you may now enjoy the benefits of your new Oberon clutch slave cylinder.

*

2nd and 3rd Gen Hayabusa's use a different banjo thread so if you have one of these bikes please use the banjo supplied.

WARNINGS

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

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.