

Mv Clutch Slave Cylinder Installation Instructions

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Preparation: Before installing your new purchase please ensure 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 manufacturers instructions. (Ensure you are 100% familiar with their instructions on use, before commencing installation).

Installing the Slave Cylinder

Please read instructions fully before commencing

Oberon Bleed® System incorporated in this new cylinder will assist greatly to expel air.

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 and original cylinder together preferably completely wrapped in cloth.
3. The clutch slave cylinder is pre-assembled and is ready to go straight on*. However if the piston is removed at any time then please ensure the seals are lubricated with clutch fluid prior to replacing the piston and ensure it is inserted all the way until it's 'home'. Ensure all surface 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 any 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 assist bleed all 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, refit pressure line and proceed to step 6.

WARNING

DO NOT push against the piston once the cylinder is filled as fluid could be ejected and may cause injury. Refitting of the red dust cap is recommended to help prevent spillage.

Installation is now complete and you can enjoy the benefit's of your new Oberon Slave Cylinder.

This cylinder also comes with our manufacturer's warranty, details of which can be found at

www.oberon-performance.co.uk

Enclosed:

2off M6 x16 Socket Cap Screw

1off M6 x 45 Socket Cap Screw

2off 14 x 10 x 1 Copper Washer



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