

Installation Instructions

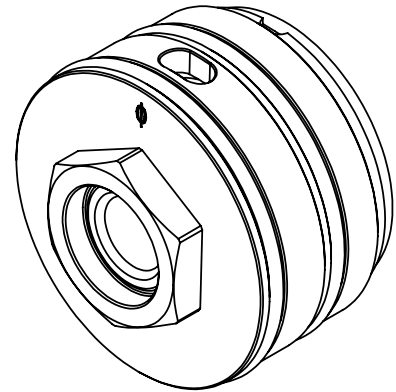
Buell/EBR

Clutch Slave Cylinder CLU-1125



Enclosed:

- 1 off fully assembled clutch slave unit
- 2 off sealing washers



Use only Buell/EBR recommended fluid.

Preparation: Before installing your new purchase please read and understand these instructions fully and make sure you have the following items to hand, T30 Torx Key, 9/16" ring spanner, 5mm Allen Key, 17mm ring spanner, Circlip pliers, a suitable catch vessel and 500ml+ approved clutch fluid which must be used in accordance with the manufacturer's instruction or workshop manual.

Installing the Slave Cylinder: NB Remove fairing (where necessary) to ensure entire area is easily accessible. We find it is best to leave the motorcycle to cool overnight on its side stand; often you can then remove the clutch housing without the loss of any oil. It still is important to have an oil catch pan positioned throughout the whole process. Draining oil prior to removal of the cover is however the recommended method, and is therefore included below.

1. First drain the gearbox oil and prise off the clutch slave protective cover which is held in place with an 'O' ring, the protective cover has a small cut-out underneath to facilitate the insertion of a tool to lever it off.
2. You should now follow the workshop manual to remove and replace the cylinder (we have included a method for information only). Remove the clutch line banjo bolt. Insert a 5mm Allen key in to the middle of the clutch pull rod nut. Now whilst preventing rotation of the pull rod with the Allen key – loosen the 17mm Nut until it is removed. Then loosen (but not remove) the 8 clutch cover bolts evenly – working on an opposite bolt each time until you have released the cover from the seal, each bolt can then be fully removed and the cover detached. Clean the Engine casing and remove the circlip retaining the old slave cylinder. This is a large Circlip and must be removed with a great deal of care; do not be tempted to use anything but the correct tools! The old unit should now push out of the cover.
3. The Oberon Performance clutch slave cylinder is pre-assembled and is ready to be installed, the outside of the unit is lubricated with pure silicone grease, the O rings on the outside of this unit require a snug fit, therefore it will take some effort to push the slave unit back into the casing, whilst doing so you will need to line up one of the cut-outs with the cast lug in the original Buell casing, we have added a hexagon to help you push and twist the slave unit with a large Socket, this must be done with a good deal of hand pressure and no other additional force must be used. The Oberon unit when fully in position will be flush with the outer face of the clutch cover. If it will not go in, check alignment before undue force is applied, the Buell cover has drillings, which can tear the new 'O' rings if great care is not taken. Now refit the circlip and reassemble in the reverse order of removal. Replenish the gearbox with the correct grade and quantity.
4. The new unit must now be bled until ALL air is expelled; the unit should perform better than the OEM item, so any lack of performance would indicate that all air has not been expelled. The cylinder itself also comes with Oberon's warranty. Bleeding - Fill the master cylinder with the approved fluid and operate the lever 6 times - holding the lever to the handlebar on the sixth pull, loosen the bleed nipple to expel air through a fitted hose, re-tighten the bleed nipple before releasing the lever. Repeat this process until the fluid runs clear of any bubbles, ensuring the fluid level is maintained throughout. Please ensure all fastening have been correctly tightened to the motorcycle manufacturers torque values.

WARNINGS

DO NOT operate the slave cylinder off of the engine, the piston may be ejected - or cause damage to the seals and piston.
DO NOT insert the slave body into the Buell housing unless all burrs have been removed, this is because the circlip pliers have been known to damage the casing causing damage to seals if the resulting burr had not been removed.

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.