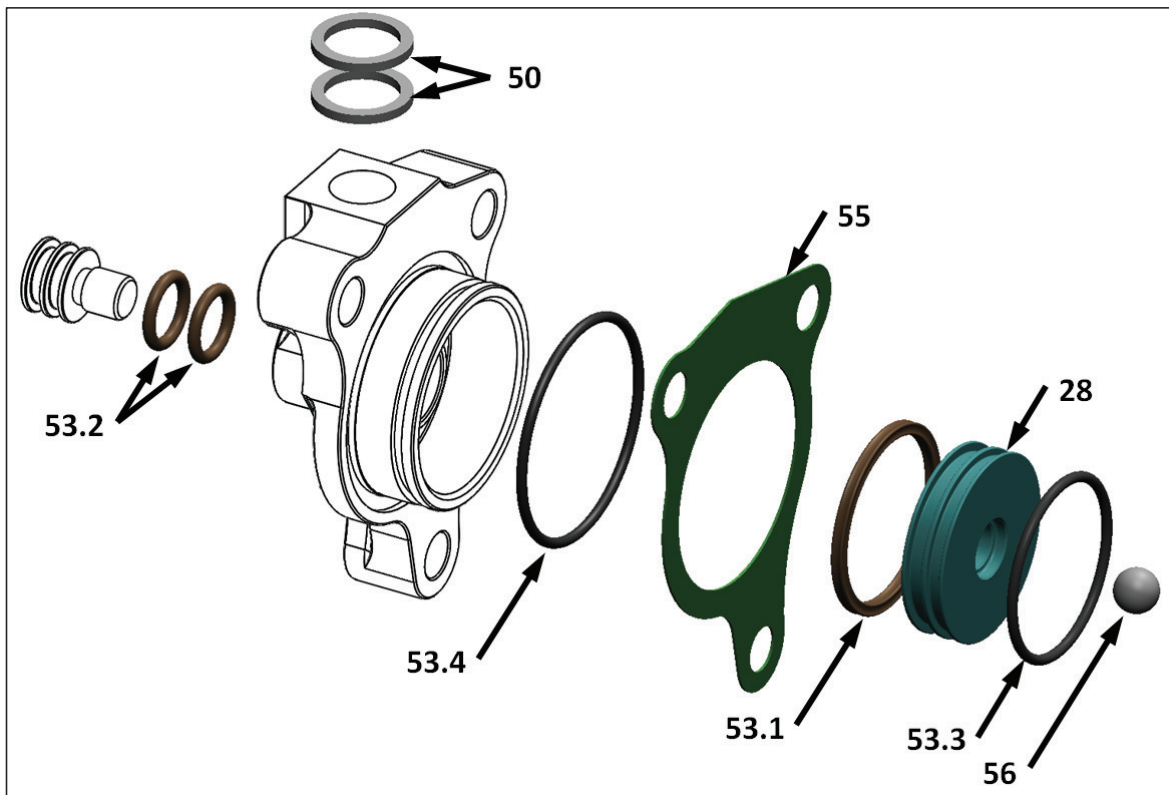


Dirt Models

OVERVIEW

Rebuilding the Rekluse Slave Cylinder Assembly involves replacing the piston, seals, and crush washers for the banjo bolt (most models).

SLAVE CYLINDER ASSEMBLY:



TOOLS NEEDED

- 4 mm hex key
- Metric end wrench set
- Dental pick tool
- Clutch fluid, compatible with your particular bike
- Rubber gloves and safety glasses

INCLUDED PARTS

Item #	Item Type	Qty
28	Slave Cylinder Piston	1
50	Crush Washer – for banjo bolt (<i>only used on some models</i>)	2
53.1	X-Ring seal – for high-pressure side of piston	1
53.2	O-ring Seal, Small – for Adjuster Screw	2
53.3	O-Ring seal – for low-pressure side of piston	1
53.4 **	O-Ring seal – for sealing the cylinder housing to the engine	1
55 **	Gasket – for sealing the cylinder housing to the engine	1
56	Ball Bearing	1
Not shown	Silicone Grease Packet	1

*** Some items may not be included with your particular kit.*

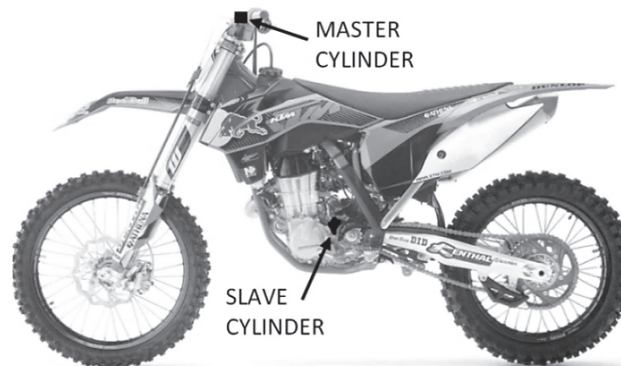
CLUTCH FLUID TYPE NOTE:

Every O-ring seal in the hydraulic clutch control system is compatible with **only one** clutch fluid type and **cannot** be used interchangeably. Read the information located on your bike's clutch fluid reservoir cap to determine which fluid system is used in your bike.

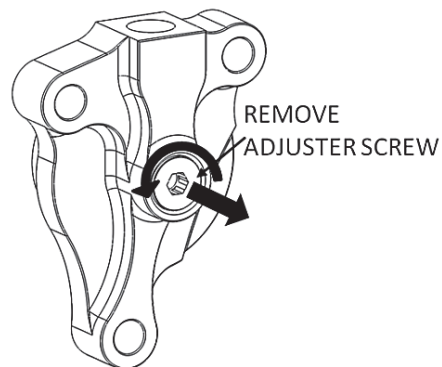
Failure to use the correct fluid will result in poor slave cylinder performance and may have the potential to cause fluid leaks.

DISASSEMBLY

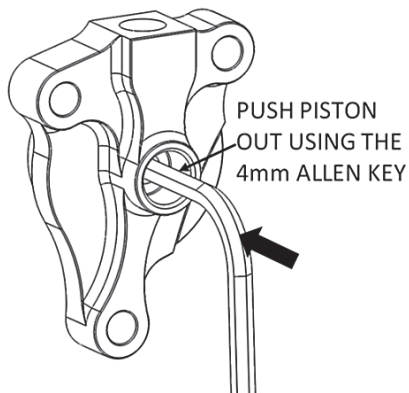
1. Remove the clutch fluid line from the slave cylinder, and then remove the slave cylinder from the engine case.



2. Using a 4 mm hex key, remove the adjuster screw from the slave cylinder housing by turning it **counterclockwise**. *Catch any draining fluid in a suitable container, and dispose of it according to local regulations.*

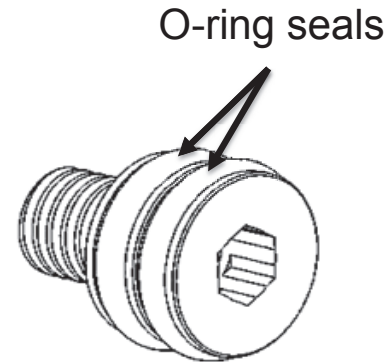


3. Use the hex key to push the piston out of the slave cylinder.



4. Using a dental pick tool, remove and discard the small O-ring seals from the adjuster screw.

5. Using the provided silicone grease packet, apply grease to the new O-ring seals, then install the new seals onto the adjuster screw. Be sure the seals are not twisted.



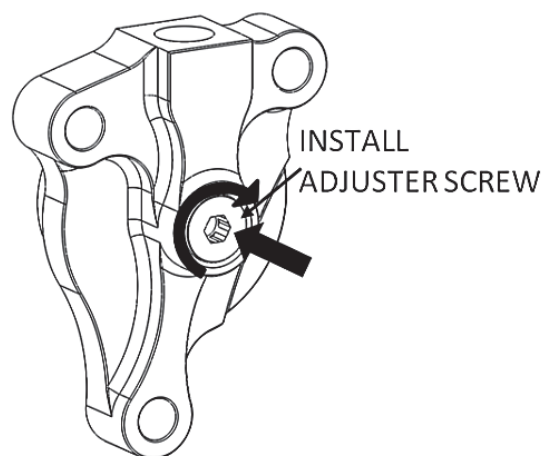
6. Apply grease to the outside of the seals on the adjuster screw.

REASSEMBLY

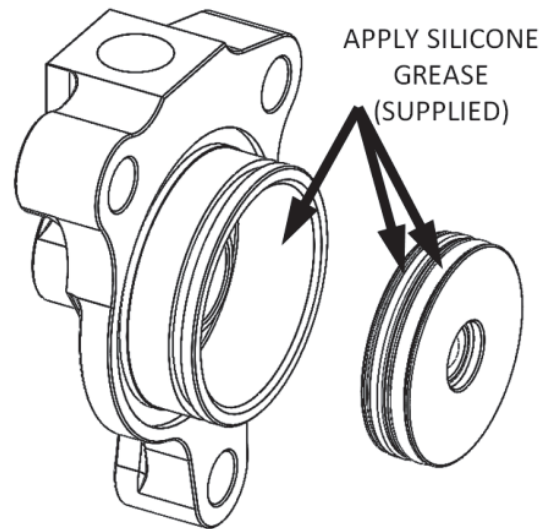
1. **Thoroughly clean and dry the slave cylinder** using brake or carburetor cleaner before reassembling.

NOTE: Failure to sufficiently clean and dry the inside of the cylinder and remove all residual fluid will result in contamination of the piston seals and may cause premature seal failure.

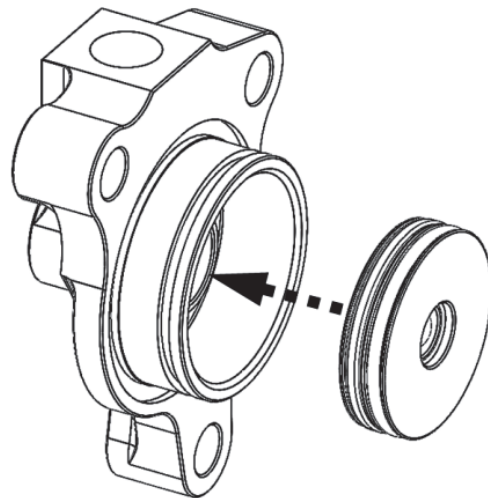
1. Thread the adjuster screw back into the slave cylinder housing by turning it **clockwise** with the hex key. Turn it until the outside O-ring is barely visible (*where the screw head is almost flush with the housing*).



2. Apply silicone grease to the outside of the new piston seals and lubricate the inside of the cylinder bore.

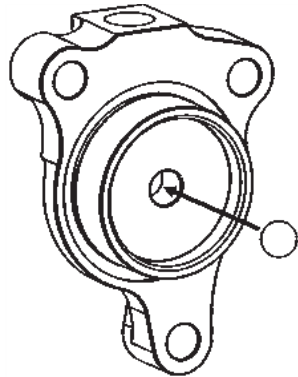


3. Using gentle, even thumb pressure, install the new piston into the cylinder housing (with the ball-bearing side of the piston facing out). Take care not to damage or twist the seals.



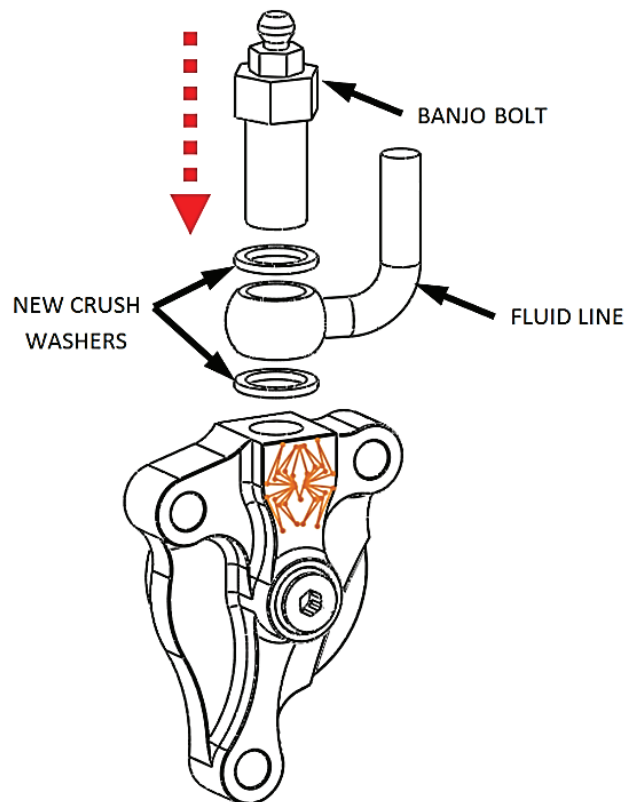
REINSTALLATION

1. Inspect to make sure that the ball bearing has remained in place inside the piston before installing the rebuilt slave cylinder onto your bike.

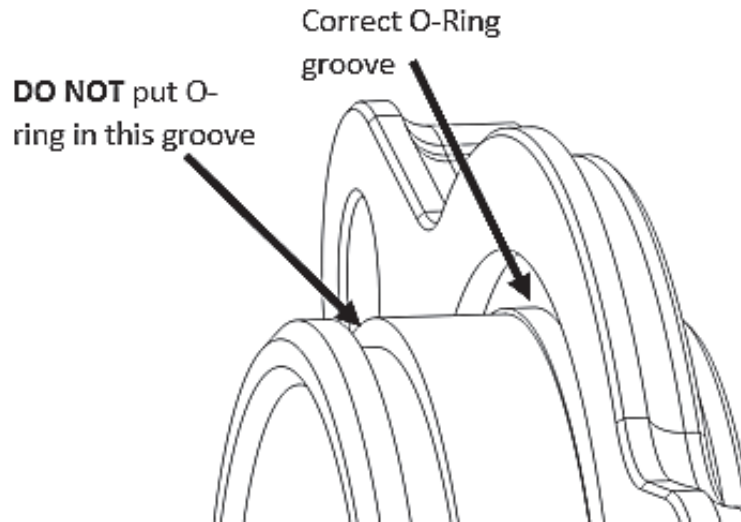


Note: If this bearing has come out, add some silicone grease to it before reinstalling it into the piston. This will help to hold it in place.

2. Reinstall the Rekluse Slave Cylinder Assembly onto the bike using the stock bolts and the provided case O-ring and/or gasket (depending on the specific bike model). Additional replacement case O-rings and gaskets are also available separately from Rekluse.



NOTE: When installing case O-ring (OEM or Rekluse-supplied) ensure it is seated in the correct groove in the slave housing flange, as shown below.



Optional: If you purchased the Rekluse Slave Guard accessory (available for most models), install it now using the instructions supplied with it.



3. Refer to the *Installation & User's Guide* document supplied with your clutch kit for instructions regarding bleeding the clutch fluid system, setting the Installed Gap, and making clutch adjustments.