

REKLUSE MOTOR SPORTS

Adjustable Slave Cylinder Assembly

INSTALLATION GUIDE

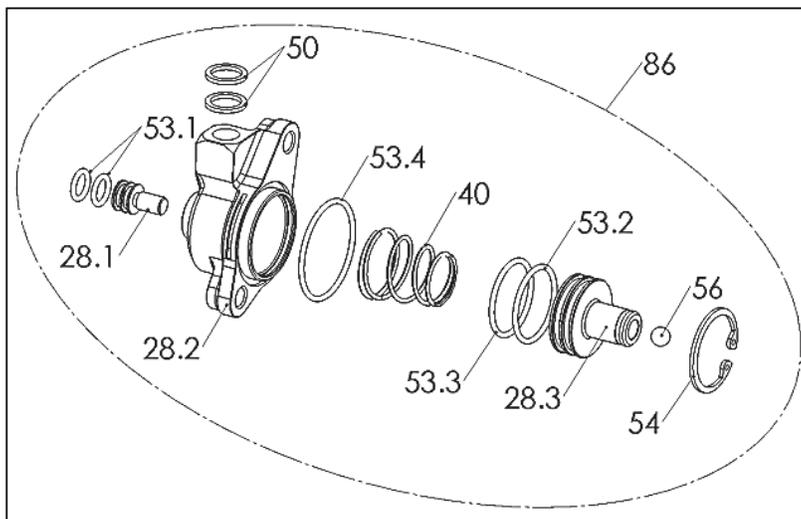
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OVERVIEW

- This kit replaces the OEM slave cylinder assembly on KTM models with 'LC8' engines. This Rekluse-designed slave cylinder is intended to be used either in conjunction with the **EXP**® products, or with the stock manual clutch as a standalone high-quality replacement unit for the OEM slave cylinder.

INCLUDED PARTS



Item	Item Type	Qty
86	Overall Slave Cylinder Assembly	1
28.1	Adjuster Screw	1
28.2	Cylinder Housing	1
28.3	Piston	1
40	Coil Spring	1
50	Crush Washer	2
53.1	O-ring, Small – for Adjuster Screw	2
53.2	O-ring, Medium – for Piston**	1
53.3	O-ring, Medium – for Piston**	1
53.4	O-ring, Large – for Cylinder Housing	1
54	Retaining Ring	1
56	Ball Bearing (pre-installed with grease)	1
--	Syringe for Bleeding	1

** These may be the same part, depending on product.

Visit Rekluse.com/support for a full parts fiche illustration and a listing of specific part numbers.

TOOLS NEEDED

- 8mm socket
- 8mm & 13mm box-end wrenches
- 4mm Allen key
- Clutch fluid (read your clutch reservoir cap to determine appropriate fluid type)



INSTALLATION TIPS

- Read this entire document before performing any steps, so you will know what to expect.
- Be sure to wear proper eye protection, and wear appropriate rubber gloves when handling chemicals.
- If using brake fluid (see note below), ensure that it comes from a new, unopened container.
- When reinstalling components, use the torque specifications found in your OEM service manual.

IMPORTANT CLUTCH FLUID NOTE:

950 / 990cc model owners: Your bike's hydraulic clutch system uses **mineral oil**, and so all the O-ring seals in the slave cylinder assembly are compatible with oils.

1050 / 1190 / 1290cc model owners: Fluid type has changed in mid-model-year of 2016.

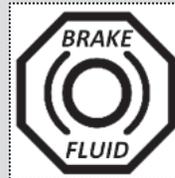
- **2013 – 2016½:** Your bike's hydraulic clutch system uses **mineral oil**.
- **2016½ or newer:** Your bike's hydraulic clutch system uses **brake fluid**.

For MY2016 bike owners only:

Refer to the **Slave Cylinder Appendix** document before installing the Rekluse-provided slave cylinder on your bike. It may be necessary to change the fluid seals in the cylinder housing and piston before proceeding.

For all other model-years:

Read the fluid information located on the reservoir cap of your bike's clutch master cylinder. This will inform you of which clutch fluid to use in the following steps, either mineral oil or DOT brake fluid.

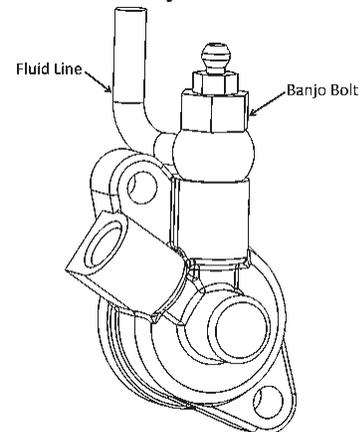


REMOVAL OF THE OEM SLAVE CYLINDER



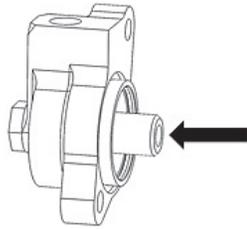
1. With the bike resting on its center stand or leaning on its kickstand, use a 13mm box-end wrench to remove the banjo bolt from the OEM slave cylinder. Be ready to catch the fluid that drains out of the line.

2. Using an 8mm socket, remove the two bolts holding the slave cylinder to the engine case. Set the OEM slave cylinder aside.

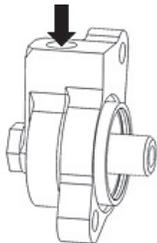


BLEEDING NEW SLAVE

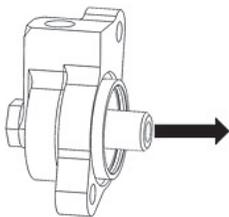
3. On a workbench (away from the engine), bleed the Rekluse slave cylinder by this procedure:
 - a. Using your thumbs, compress the slave cylinder piston until it bottoms out and hold it there.



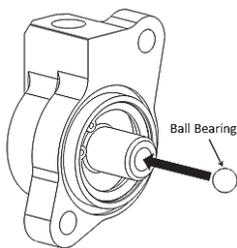
- b. While holding the slave cylinder piston, pour the appropriate clutch fluid into the slave cylinder port until it is full.



- c. Release the piston and allow it to pull the fluid into the slave cylinder. Repeat this process until the slave cylinder remains full when the piston is released.

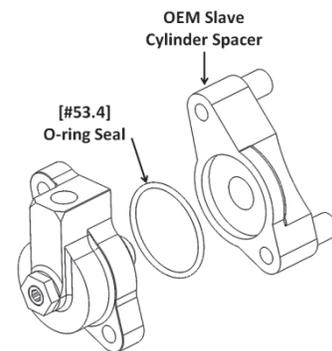


- d. There is a ball bearing installed in the slave cylinder piston with a small amount of grease. Confirm that this ball bearing [#56] is still inside the piston, and has not fallen out during shipping.



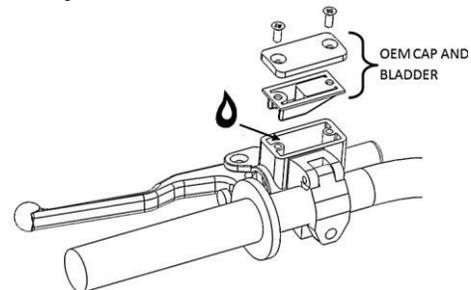
RE - INSTALLATION

4. Install the Rekluse Slave Cylinder using the OEM bolts and the provided large O-ring [#53.4] between it and the OEM plastic spacer.



5. Re-install the OEM banjo bolt into the Rekluse Slave Cylinder using the provided crush washers [#50].

6. Remove the cap and bladder from the clutch master cylinder.



7. Fill the provided syringe with clutch fluid.

8. Attach the syringe hose to the bleed port on top of the slave cylinder banjo bolt.

9. Using an 8mm wrench, open the bleed port and back-fill the system using the syringe until the master cylinder reservoir is full. Then, tighten the bleed port.

NOTE: Make sure there are no air bubbles in the clear hose of the bleeder syringe before back-filling the system.

10. Check that the clutch lever functions properly. If not, repeat the back-bleeding steps after removing any excess clutch fluid from the master cylinder.

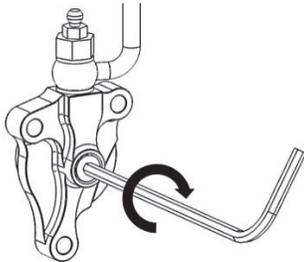
11. Finally, remove the bleed tube and clean the area of spilled fluid. Replace the dust boot over the bleed port.

ADJUSTER SCREW SETTING

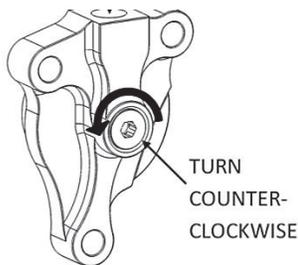
12. To set the adjustment for your EXP auto-clutch, see the **Installation and User's Guide** for your particular EXP product. This process will involve using the adjuster screw on the slave cylinder to dial-in an appropriate gap in the clutch pack.

13. For use with the OEM or any other manual clutch pack, use the following steps:

- a. Using the long end of a 4mm Allen key, turn the adjuster screw clockwise until it stops under moderate pressure. You are trying to feel for the point at which the throwout will start to lift the pressure plate. This is the **"starting point."**



- b. From the starting point, turn the adjuster screw back (counter-clockwise) to the initial position where the outer-most O-ring is almost visible. This should be between $\frac{1}{2}$ - 1 turn counter-clockwise from the starting point.



MAINTENANCE

14. Before every ride, check that the Rekluse Slave Cylinder's adjuster screw is in its appropriate setting and is free of dirt and debris. Check that the clutch lever and clutch both function properly.



