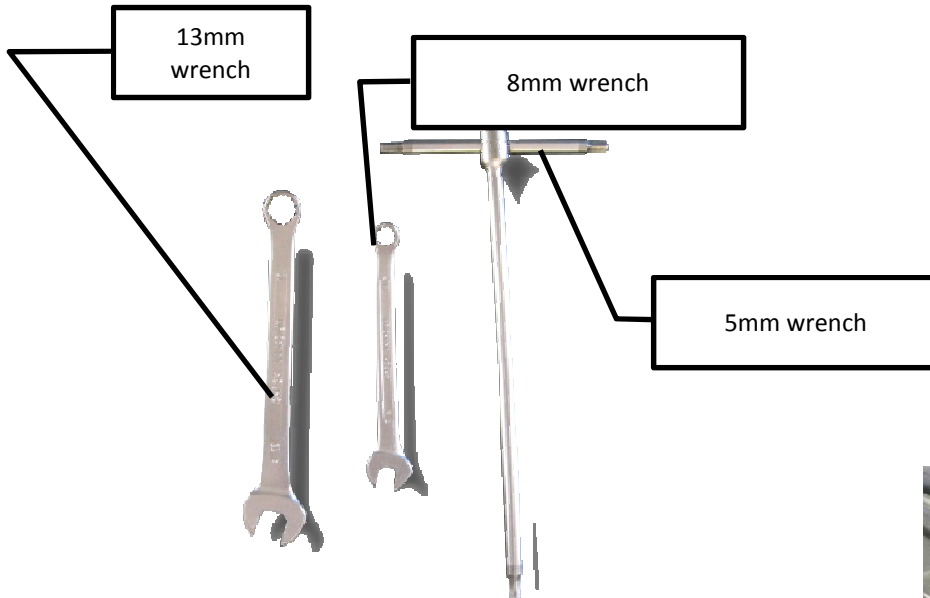


Slave Clutch Cylinder

Fitting tools



BEFORE THE FITTING

For bikes before 2000 is necessary to use the spacer (included on demand)



Warning

- This product is built with technologies materials and treatments of the highest quality. We recommend that the installation is done by qualified technicians.
- EVR company disclaims any liability due to incorrect or wrong assembly of the component parts.
- Be sure that the product and the whole kit box are intact and complete.
- Start always the operation in clean and suitable spaces and for the proper fitting you must use the necessary equipment and wear only specific and safety clothing.
- Follow strictly these instructions.

FITTING ON A MOTORBIKE THIS PRODUCT, COULD AFFECT THE MOTORCYCLE TYPE APPROVAL AND COMPLIANCE WITH THE LEGAL REQUIREMENTS AND THUS LEAD THE OWNER OR USERS TO INFRINGE THE PREVAILING RULES OF THE LAW.

Slave Clutch Cylinder



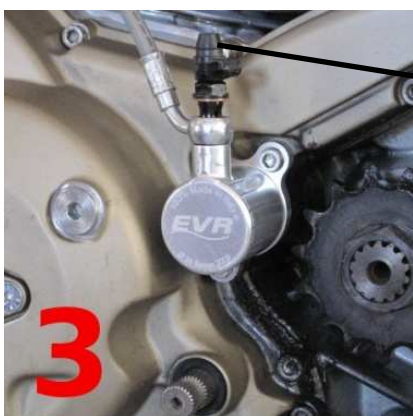
1

Loosen the junction's bleeding and drain completely the oil inside the circuit.
Remove the junction from the original slave clutch cylinder.
Then remove the original slave clutch cylinder from the bike.



2

Mount on the bike the EVR slave clutch cylinder. Tighten with a couple of 10 Nm.



3

Mount the the original junction and substitute the two washers.
Open the junction's bleeding to refill the circuit.

junction's bleeding



4

Fill the circuit with new brake's oil using the upper tank on the handlebar (left side).

Bleeding

When the oil comes out from the junction, tighten it and follow these steps:

1. Pull the clutch lever few times
2. Keep the lever pulled then open with the wrench the junction to let the air to come out.
3. Repeat these operations until you see no air comes out.

If you feel the lever still free, bleed the clutch's pump.

NOTICE. During these operations, stake out the oil level in the tank.