



## Please Read Carefully

### Prior to Installation

- Use caution and always wear eye protection.
- Avoid skin contact with fuels and oils.
- If you don't feel confident installing this product, please seek professional assistance.

### What's Included in your kit

- |                                   |                     |
|-----------------------------------|---------------------|
| A) Adjustable Billet Clutch Slave | C) Bleeding Syringe |
| B) Stainless Steel Mounting Bolts | D) Syringe Tube     |

\* **Note:** the contents of your kit will vary depending on which model you've ordered.

# Installation Instructions

## Removing the Slave Cylinder -

Using a 14mm open end wrench, break loose the banjo bolt holding the clutch hose to the slave cylinder, but don't bother removing the bolt just yet. Now use an 8mm socket, remove the 2 bolts securing the clutch slave to the engine case. You may now carefully unscrew the banjo bolt from the slave and set both items aside, keeping in mind that it's full of hydraulic fluid and can quickly make a mess.

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## Prepare the New Slave for Installation -

Before installing the new slave cylinder, it's helpful to pre-prime it with hydraulic fluid. KTM calls out for ISO VG15 hydraulic fluid. They specifically recommend Motorex Hydraulic Fluid 75, but any quality fluid with a VG rating of 15 should work fine.

Remove the blue protection cap and using the supplied syringe, slowly add fluid to the clutch slave through the threaded port. It's helpful to fully open up the slave by pushing the hex adjustment screw into the housing, forcing the piston out and maximizing the amount of fluid you can fit into the slave.

Loosely connect the clutch hose to the new slave, snugging it down only finger tight. Before mounting the new slave, remove the cap from the clutch master cylinder to allow fluid to flow back into the reservoir. Mount the new slave using the provided hex bolts and rotate the hydraulic hose as needed. Once the slave is securely mounted you can tighten the banjo bolt and clean up any fluid that may have leaked out. Test the clutch and if necessary bleed the clutch as outlined on page 198 of the factory service manual.

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## Adjusting the Clutch Slave -

Screw the clutch slave adjusting screw counter clockwise until it stops against the adjuster retaining clip. If you are using the **Factory Clutch Pack**, run the adjuster screw inward (clockwise) until you feel it firmly touch the clutch push rod, then back it off 1 click. This is the setting used for standard clutches.

If you are using the **PowerCell Performance Auto Clutch**, run the adjustment screw inward (clockwise) until you feel it contact the clutch push rod, then continue turning it **clockwise an additional 18 clicks**. This is the base point for the auto clutch adjustment. At this point, if necessary, you can bleed the system as outlined on page 198 for the factory service manual.

