Installation

Tools required

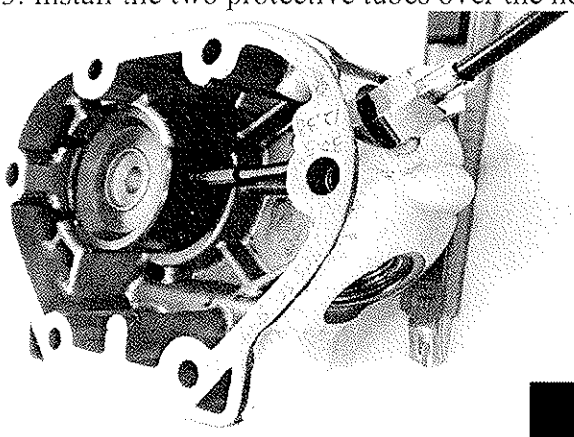
- 8 mm wrench
- 14 mm wrench
- Torx wrench set
- Medium-sized retaining pliers
- Wire cutter or sharp knife

Fits 1987 thru 1999 Evolution Big Twin and 1999 to present Twin Cam models

It is essential that the following installation instructions be followed
Please note that some custom aftermarket transmission end cover have the groove for the side locking pin in the 3 o'clock position as you look at the inside of the transmission cover. You must use a transmission end cover with the groove at the 11 o'clock position and all other dimensions, same as the OEM cover!

Instruction

1. Drain the transmission lube and save it for re-use. Do not contaminate it with other fluids.
2. Loosen the screw of the cable on the transmission end cover, **but do not remove them**.
3. Remove the transmission end cover screws; remove the cover, taking care not to damage the seal.
4. Remove the retaining ring that secures the ramp assembly. Remove the entire ramp assembly and detach the cable coupling with the cable ball end.
5. Note the routing of the cable. Unscrew the cable from the cover and place the transmission cover on a workbench.
6. Remove the clutch cable along with the clutch lever.
7. Take the hydraulic system out of the packaging.
8. Take the screw plug with the 5/16"-24 thread out the packaging and screw it into the clutch cable mounting hole on the transmission end cover and tighten it with the 14 mm wrench (torque fitting to 53 inch pounds).
9. Loosen the hose connector on the slave cylinder with 8 mm wrench. Place the opened master cylinder on the workbench so that the opening is facing upwards.
10. Cut off 1 inch of the end of the hose using a hose cutter or a sharp knife but not with scissors or a side cutting pliers. Then remove the retaining nut from the hose.
11. Feed the end of the hose from inside through the screw plug on the transmission end cover until the slave cylinder fits into the bore in the transmission end cover. Make sure that the side-locking pin is engaged in the groove in the transmission end cover. When inserting the slave cylinder, do not press on the piston as otherwise fluid will drip onto the end of the hose! When installation is complete, the hose should be gently arched. Do not let the hose kink. See PIC.1
12. Re-insert the retaining ring with the retaining ring pliers. Make sure that it securely snaps into place!
13. Install the two protective tubes over the hose. Use a lubricant, such as silicone spray.

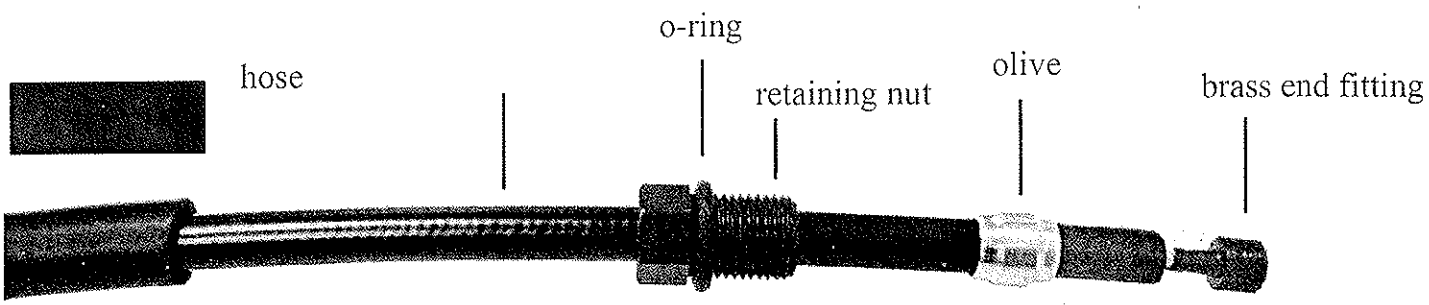


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14. Install the transmission end cover with the installed slave cylinder. Replace the end cover gasket if it appears damaged. Carefully route the hose the same way as the original clutch cable was routed, to the handlebar. Do not forget to feed it through the forks!
15. Shorten the hose to the correct length. The end of the hose should easily reach the switch housing. **Caution! Once hoses have been cut too short, it is not possible to subsequently attach an extension! When**

shortening a hose cutter or a sharp knife may be used but not scissors or side cutters. You want a nice square end on the hose. It may also be necessary to shorten the outer protective hose.

16. Push the supplied brass end fitting into the end of the hose. To do this, take the hose in one hand and press in the brass end fitting against a solid object. Push it on until it bottoms on the larger diameter section. Push O-ring on the retaining nut (See P1C.2)
17. Slide the retaining nut onto the end of the line, and then push on the symmetrical olive.
18. Now feed the end of line as far as it will go into the connection, keeping it centered and then push the olive with the retaining nut into the connection and screw the retaining screw into the master cylinder with a 8 mm wrench, torque the nut to 35 inch pounds. The resulting deformation of the olive seals the system. The helper can now release the lever.
19. Slip the protective hose over the retaining screw.
20. Attach the master cylinder to the clamp of the clutch lever on the handlebar.
21. The turn signal can either be attached to the existing OEM adaptor with a mirror attachment screw, or the adaptor can be removed and the ball on the stud of the turn signal can be inserted into the ball socket of the hydraulic master cylinder and fixed with the set screw.
22. Tighten the transmission end cover onto the transmission, making sure that a good seal is maintained. Slip the protective hose over the screw plug.
23. Attach the hydraulic hose to the frame the supplied cable clamp so that the hose cannot be damaged. Make sure there are no kinks or that the hose can come into contact with any moving or hot parts.
24. Remove the derby cover on the primary side. Carefully remove the seal, taking care not to damage it!
25. Set the clutch according to the factory instructions (loosen the lock nut; screw in the adjuster stud as far as it will go and then back it out 1/2 to 3/4 turns; tighten the lock nut). Replace the derby cover and seal.
26. Reinstall the drain screw and then refill with gear oil!
27. Before actuating the clutch for the first time bleed system with DOT approved fluid, turn the handlebar to the right so that the master cylinder is tilted upwards. Now pull the clutch lever a couple of times through max. 1/4 of its possible travel and then let it go again. This ensures that any residual air can escape to the reservoir.
28. This concludes the installation. Safe journey!



Thanks for buying our product!!