



SPARES for ROYAL ENFIELD & AMAL

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PART 92680, Hydraulic Clutch Conversion

Parts included in this kit

Master Cylinder	Slave Cylinder	Slave Cylinder Spacer	Pipe
Olive	Olive Nut	Banjo	Banjo Washers
Banjo Screw	Bio Hydraulic Fluid		

Fitting Instructions

- Remove the existing cable and clutch lever
- Fit the master cylinder onto the handlebars.
- Fit the pipe into the master cylinder. Put the olive nut onto the pipe followed by the olive. Press the pipe into the fitting on the master cylinder and tighten the olive nut whilst continuing to press the pipe into the fitting.
- Cut the pipe to length and press the banjo into the slave cylinder end of the pipe (The end of the pipe may be warmed in hot water to aid assembly).
Loosely assemble the banjo onto the slave cylinder using the screw and, assemble with a washer each side of the banjo.
- Press the slave cylinder spacer into the clutch cable hole in the back of the gearbox inner cover, the flat side down.
- Fit the slave cylinder into the spacer and connect the push rod on the slave cylinder into the end of the clutch actuating arm fixed to the inside of the outer gearbox cover. Tighten the screw on the banjo in the correct position to get a smooth run of the pipe.

Fit the push rod onto the actuating arm

The end of the actuating arm is slotted to allow the original clutch cable to fit. On some bikes we have found this slot is too narrow to allow the push rod to fit. Using a needle file open out this slot to fit the push rod. Do not be tempted to open the slot with a screw driver as there is a danger of weakening this area.

- Adjust the clutch adjuster in the gearbox outer cover until the actuating arm is at right angles to the push rod on the slave cylinder.
- Bleed the system at the banjo using the Bio Hydraulic Fluid, do not use non Bio Fluid as this will damage the seals.

There should be no need for any adjustment, however if when the clutch lever is pulled right in it appears to come up against a hard stop then the piston in the slave cylinder has reached its full movement. To adjust this screw in the clutch adjuster inside the gearbox outer cover (this has the effect of pulling the cylinder further into the slave cylinder) until the clutch lever pulls fully back to the handlebars.