

Oberon Clutch Slave Cylinder

Clutch Slave fault Diagnosis

WARNINGS

Does NOT push against the piston once the cylinder is filled, fluid could be ejected and may cause injury.

Do NOT operate the slave cylinder off of its mounting; the high pressure involved with hydraulics could damage the piston and or the end cap.

Product diagnosis in the event of a suspected leak or failure.

How often are you refilling the clutch master cylinder? If less than weekly it is probably not the seal. If you regularly have to refill it each ride, then it is likely to be a seal leak of a very obvious nature. Oil leaks? Check whether it is gearbox, chain or hydraulic oil. As any other leaks of oil gather to the rear of the Clutch Slave and it is common for assumptions that dripping oil is from the Slave Body – when in fact, VERY rarely is that true.

Ensure the pressure plate bearing is running freely – taking care to ensure the pushrod is NOT being ‘driven’. As this can damage both the piston and the hydraulic seal if the piston becomes spun.

If the rear of the slave unit is exhausting fluid... this can be normal, as the unit needs to breathe when the piston moves back n forth, it is therefore possible to draw in and expel oil moisture. *Not to be diagnosed as a leak.*

The seals are manufactured from special materials and purposely machined as a hydraulic seal. Therefore, they have an extremely long life and very rarely need replacement (unlike common ‘O’ rings or inferior seals).

The sealing of the hydraulic hose to the Slave Body on most versions, utilises sealing washers. If these washers are weeping then fluid will seep down the Slave Cylinder and drip – again appearing to be a cylinder leak. Replacement of the sealing washers will likely cure this.

If you suspect oil is passing up to the Master Cylinder. Check your engine oil levels, as oil can only be pressurised into the hydraulic line if the engine is overfilled. Even a small amount over filled, could have this effect.

‘My hydraulic oil is black’ ; this will not be the slave unit. Each part is anodised and therefore the blackening of the fluid is either the seal in the master cylinder degrading, or the master cylinder is not anodised and the natural rubbing effect on bare aluminium will produce a blackening effect to fluid contained in the system.

Double check you are using the correct and compatible fluid. Also that it is has been sealed and is kept in damp free conditions. Different Hydraulic fluids react to very specific grades of seal material. Moisture in fluid can lead to tiny amounts of steam as the fluid warms, causing air in the system and possible unwanted system pressure.

Please contact admin@oberon-performance.co.uk for further guidance where needed.

