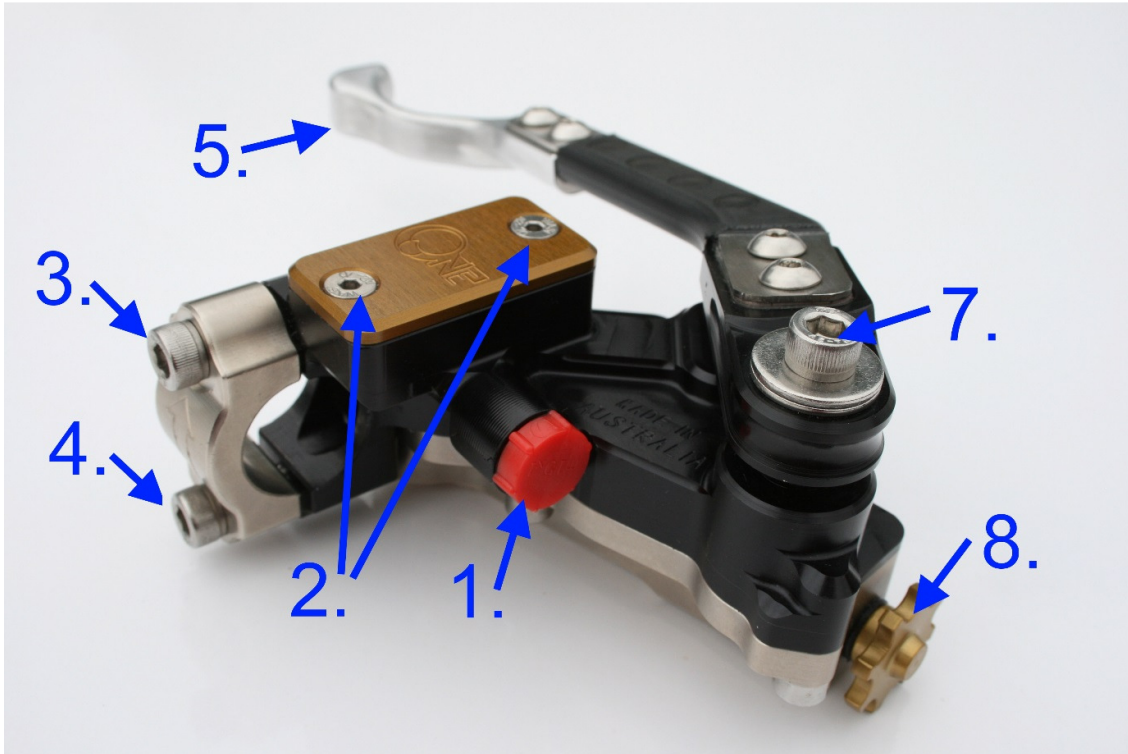


# “ONE” ULTRALIGHT CLUTCH INSTALLATION INSTRUCTIONS

FOR BIKES FITTED WITH HYDRAULIC CLUTCHES STD



## NOTE:

ENSURE YOUR “ONE” IS SET UP FOR THE CORRECT CLUTCH FLUID FOR YOUR MOTORCYCLE. SOME CLUTCH SYSTEMS USE MINERAL OIL AND SOME USE BRAKE FLUID. THESE FLUIDS ARE NOT COMPATIBLE AND YOU MUST ENSURE THAT THE “ONE” USED IS SET UP FOR THE STD FLUID USED AND THAT THE FLUID YOU USE IS THE CORRECT ONE. UNDER THE RESERVOIR LID IS A RUBBER DIAPHRAGM THAT IS MARKED WITH THE FLUID TYPE THAT THE “ONE” IS SET UP TO USE. IF THE FLUID TYPE MARKED ON THE DIAPHRAGM IS NOT THE CORRECT FLUID TYPE FOR THE MOTORCYCLE A NEW PISTON KIT AND DIAPHRAGM WILL NEED TO BE INSTALLED, AND IF THE UNIT HAS BEEN USED THEN THE “ONE’s” HYDRAULIC SYSTEM WILL NEED TO BE THOROUGHLY FLUSHED TO ENSURE THERE IS NO CONTAMINATION.

NOTE: SOME BRAKE FLUIDS HAVE VERY POOR LUBRICATION PROPERTIES AND THIS CAN LEAD TO POOR LEVER FEEL DUE TO FRICTION. WE RECOMMEND FOR SYSTEMS THAT USE BRAKE FLUID THE USE OF MOTUL 5.1.

WEAR SAFETY GLASSES, SUITABLE GLOVES, WIPE UP ALL FLUID SPILLS, REMEMBER BRAKE FLUID CAN CAUSE DAMAGE TO SOME MATERIALS INCLUDING SOME PLASTICS AND PAINTS AND SPILLS SHOULD BE THOROUGHLY RINSED OFF USING WATER.

**1/ REMOVE THE HYDRAULIC LINE FROM THE STD MASTER CYLINDER.**

**2/ UNBOLT THE STD MASTER CYLINDER FROM THE HANDLE BARS AND REMOVE.**

**3/ BOLT THE “ONE’ ON TO THE HANDLE BARS SO THAT THE LEVER (5) IS SLIGHTLY UP FROM THE HORIZONTAL POSITION.**

**4/ UNSCREW THE RED BLANKING PLUG (1) FROM THE “ONE’S” OUTLET PORT. (NOTE YOU CAN USE THIS TO SEAL THE OUTLET PORT OF YOUR STD MASTER CYLINDER)**

**5/ REMOVE THE TWO SCREWS (2) THAT HOLD THE RESERVOIR LID, REMOVE THE RESERVOIR LID AND DIAPHRAGM, PLACE ON A CLEAN SURFACE.**

**6/ FILL THE RESERVOIR ALMOST TO THE TOP WITH THE CORRECT FLUID.**

**7/ PULL THE LEVER (5) TO THE HANDLE BARS, PLACE YOUR FINGER OVER THE OUTLET PORT TO SEAL IT THEN RELEASE THE LEVER. REPEAT THIS UNTIL STRONG FLUID PRESSURE CAN BE FELT. WIPE UP ALL SPILLS.**

**8/ INSTALL CLUTCH LINE INTO THE OUTLET PORT AND TIGHTEN FITTING.**

**9/ FILL THE RESERVOIR ALMOST TO THE TOP WITH THE CORRECT FLUID.**

**10/ SLOWLY PULL THE LEVER (5) IN TO THE HANDLE BARS THEN RELEASE QUICKLY, REPEAT THIS UNTIL NO AIR BUBBLES APPEAR IN THE RESERVOIR. WHEN FULLY BLED YOU SHOULD ONLY HAVE A TINY AMOUNT OF FREE PLAY (APPROXIMATELY 1mm) IN THE LEVER.**

**11/ FILL THE RESERVOIR ALMOST TO THE TOP WITH THE CORRECT FLUID.**

**12/ PLACE A CLEAN RAG AROUND THE RESERVOIR AND INSTALL THE DIAPHRAGM. RESERVOIR LID AND SCREWS (2) USING THE RAG TO ABSORB THE EXCESS FLUID EXPELLED WHEN THE DIAPHRAGM AND LID ARE INSTALLED. WIPE UP, AND RINSE IF REQUIRED, ALL SPILLS.**

**13/ LOOSEN THE HANDLE BAR CLAMP BOLTS (3&4) AND ADJUST THE ANGLE AND HORIZONTAL POSITION OF THE UNIT TO SUIT YOUR PREFERENCES. TIGHTEN THE TOP BOLT (3) FIRMLY. REMOVE THE BOTTOM BOLT (4) AND APPLY LOW STRENGTH THREAD LOCK. REINSTALL BOTTOM BOLT (4) AND TIGHTEN SO AS TO ALLOW THE UNIT TO BE ABLE TO BE ROTATED AROUND HANDLE BARS WHEN A HIGH DEGREE OF FORCE IS APPLIED TO THE BODY.**

**14/ IF DESIRED SET THE LEVER (5) REACH TO SUIT YOUR HAND SIZE OR PREFERRED POSITION. THIS IS ACHIEVED BY LOOSENING THE MAIN PIVOT CENTRE BOLT (7), HOLDING THE LEVER IN THE DESIRED POSITION AND THEN RETIGHTENING THE BOLT (7). ENSURES THAT THIS BOLT IS TIGHTENED FIRMLY SO AS THE LEVER POSITION DOES NOT MOVE.**

**15/ ROTATE THE FORCE ADJUSTER KNOB (8) IN A CLOCKWISE DIRECTION TO ACHIEVE THE DESIRED DEGREE OF FORCE BALANCE.**

**CLOCKWISE ROTATION OF THE FORCE ADJUSTER KNOB (8) REDUCES THE FORCE REQUIRED TO PULL THE LEVER TOWARDS THE HANDLE BARS.**

**ANTICLOCKWISE ROTATION OF THE FORCE ADJUSTER KNOB (8) INCREASES THE FORCE REQUIRED TO PULL THE LEVER TOWARDS THE HANDLE BARS.**

**NOTE: THIS IS A FINE THREAD ADJUSTER IT TAKES QUITE A NUMBER OF TURNS TO MAKE A BIG DIFFERENCE.**

**NOTE: IF YOU MAKE THE CLUTCH TOO LIGHT THE LEVER WILL NOT RETURN PROPERLY. ALSO SOME CLUTCHES HAVE REDUCED ACTUATION FORCE WHEN THE ENGINE IS RUNNING SO YOU MAY FIND YOU WILL NEED TO BACK OFF THE DEGREE OF FORCE BALANCE.**

**NOTE: DO NOT KEEP UNSCREWING THE ADJUSTER KNOB (8) BEYOND THE POINT AT WHICH THERE IS NO TENSION OR THE ADJUSTER MAY BECOME DISCONNECTED.**