

HYDRAULIC CLUTCH KIT

Fits All Triumph 650/750 Unit Twins 1963 - 1987

(1968-73, 4-speed, need M/Shaft length and clearance checking)

British Cycle Supply Part # 558-20□

Call (902)542-7478

FITTING INSTRUCTIONS FOR SLAVE CYLINDER

The kit can be fitted and working in 1 - 1.5 hours

1. Remove clutch cable c/w h/bar lever
2. ~~Remove clutch cable abutment on g/box outer cover~~
3. Remove g/box outer cover
4. Remove k/start lever, shaft and quadrant assembly
5. Remove g/change plunger spring plate, plungers and springs
6. Remove clutch lift mechanism



1. Fit Dural slave cylinder with 2 x c/sunk screws supplied. The 7mm bleed nipple hole faces towards cable access hole with the 3/8 UNF entry hole facing downwards.
2. Fit S/S threaded adaptor (milled flat on one side) into cable abutment hole. Secure with 3/8 UNF locknut and copper and S/S washers supplied - See Note A.
3. Connect up copper pipe with 3/8 UNF hydraulic fittings to S/S adaptor and Dural slave cylinder. At this point it might be necessary to re-bend copper pipe to its final shape. Note clearance for bleed nipple and k/start mechanism.
4. Fit 7mm bleed nipple, holding cover vertically. Be careful initially to screw in correctly.
5. Ensure everything is clean, use brake fluid to oil O-rings on S/S piston and fit into cylinder. Push fully home.
6. Re-fit g/change plunger spring plate and all internals.
7. Refit k/start shaft and lever.
8. Connect up braided hose to adaptor and L/H h/bar m/cylinder.
9. It is now necessary to fill the m/cylinder with hydraulic fluid and bleed the system. See Note B.
10. Re-fit the outer g/box cover with new gasket and refill with 90W g/box oil.
11. Check clutch pushrod adjustment, re-adjusting the pushrod to give *1 x full turn freeplay* on the adjuster, lockup with locknut, just like the standard arrangement.
12. Hey Presto!! Full hydraulic clutch operation!

Clutch slip problems can now be eliminated by screwing clutch nuts in further than would be allowed with cable operation.

NOTE A: On most covers this is a straight bolt in kit with no mods necessary, due to minor internal casting differences on some older covers, it may be necessary to remove some metal around the abutment hole for clearance for the S/S threaded adaptor to position itself centrally in the cover hole when locknut is tightened up.

NOTE B: It is best to bleed initially with cover off and watching movement of piston.

Leave bleed nipple open, with the outer cover in your hand, just push piston back each time h/bar lever is pulled. This will push air out the top; when very few air bubbles are left, lock up nipple. For a final check, watch the movement of piston with one complete lever motion. The piston should move out far enough without exposing the first O-ring. Re-fit cover.

NOTE C: M/cylinder

Lockheed variable ratio 12-16mm M/cylinder BCS # 558-CP31255

If you wish to use your own braided hose and M/cylinder make sure that a **fixed ratio M/cylinder does not exceed 13mm piston diameter or travel**. Otherwise the system will "pump up" and push piston out too far and pushrod adjuster will constantly alter and wear, or the clutch will lock up.

FULL SPARES AND TECHNICAL ADVICE BACK-UP

KIT COMPRISES

- 1 x Dural slave cylinder body, CNC machined
- 1 x S/S piston c/w hardened centre, CNC machined
- 1 x S/S threaded adaptor, CNC machined
- 1 x S/S 3/8 UNF locknut
- 1 x of each copper and S/S 3/8 flat washers
- 1 x length copper pipe c/w 2 x hydraulic fittings
- 2 x hydraulic O-rings
- 1 x 7mm bleed nipple
- 2 x c/sunk securing screws

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