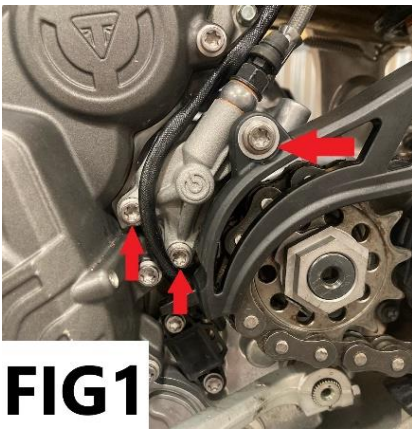


1. Using a T30 torques bit remove the three clutch slave cylinder bolts. These will not be reused. (FIG 1) ***Do not pull in the clutch lever until this installation is complete***
2. Using a T40 torques bit remove the bolt holding the OEM plastic chain guard to the frame. The bolt and OEM chain guide can be set aside and will not be reused. (FIG 2)
3. Take the EE clutch slave guard and align it with the three mounting holes of the clutch slave cylinder. When doing so, route the gear sensor wire into the grooves of the EE clutch slave cylinder guard. Once this is lined up insert two of the supplied 6x40 bolts into the lower two mounting holes and just thread in finger tight. (FIG 3)
4. Align the small hole end of the supplied knock down bar in-between the EE clutch slave cylinder guard and the OEM clutch slave, then install the supplied 6x40 bolt leaving it finger tight for now. (FIG 4)
5. Now insert the supplied 8x55 bolt into the rear mount point of the knockdown bar. The bolt will go throw the frame, then the supplied spacer, then the supplied chain slider, then the knockdown bar, and thread into the supplied 8mm nut. (FIG 5)
6. This can be tightened with a T40 torques bit and 12mm wrench. Be sure to have the chain slider on an upward angle. (FIG 6)
7. Using a T30 torques bit tighten all three clutch slave cylinder bolts. (FIG 7)
8. Your installation is now complete. Have fun and enjoy the ride!



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PART NUMBER 13-2024/13-2025 Clutch Slave Cylinder Guard Installation Instructions

