

JX HYDRAULIC CLUTCH ACTUATOR

MFG # 060207

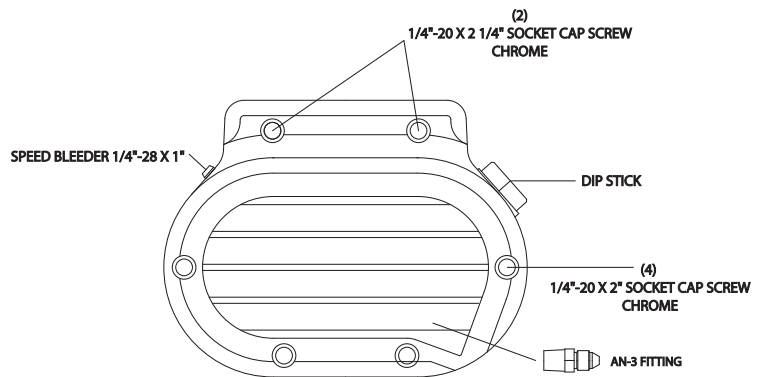
Part No Style
06-10FN Finned
06-10S Smooth



Bill of Materials

Hydraulic Clutch Actuator

- (1) Piston w/O-ring
- (1) Dipstick w/O-ring
- (1) AN-3 Fitting
- (2) Speed Bleeder
- (2) 1/4-20 x 2-1/4 Socket Head Cap Screw, Chrome
- (4) 1/4-20 x 2 Socket Head Cap Screw, Chrome



INSTALLATION

Please read this section carefully before installing your new Joker Hydraulic Clutch Actuator

NOTE: The JX Hydraulic Actuator uses the original Harley-Davidson push rod. You do not need the Harley-Davidson hydraulic clutch push rod

- The installation requires a hydraulic clutch master cylinder and hydraulic line in addition to this clutch release cover.
- We offer a 9/16 and 11/16 hydraulic clutch master cylinder
- The 9/16 master cylinder works best with stock clutch. If you need more travel than that you need an 11/16 master cylinder.
- It's important to only use dot 5 brake fluid.

Removing the Clutch Release Cover

Note: You may need to remove your exhaust to install the hydraulic clutch actuator

1. Be prepaid to drain the oil
2. Remove the stock clutch release housing. Set all the stock mounting hardware aside. We provide you with new mounting hardware for the hydraulic clutch actuator.

Throw-Out Bearing

Like most after market hydraulic clutch actuators, Joker Machine's first hydraulic clutch actuator required you to remove the oil slinger. With the new JX hydraulic clutch actuator removal of the oil slinger is no longer necessary.

Installing the New Hydraulic Clutch Actuator

1. It is recommended that you use a new gasket, and BLUE LOCTITE.
 2. The mounting hardware supplied with the actuator should be torqued to 10 ft-lbs.
 3. The transmission should be refilled to the normal level.
- Filling the System

Note: We are assuming you already have the hydraulic clutch master cylinder installed and hydraulic line attached to the AN-3 fitting on the hydraulic clutch actuator.

1. Attach a short length of clear tubing to the bleeder screw located on the top of the clutch release housing. Place a catch can under the clear tubing.
2. With the bleeder loosened, pour dot 5 brake fluid into the master cylinder. When fluid appears in the hose, close the valve and test for pressure.

Note: Be sure fluid level doesn't drop in the reservoir or more air will get in the system.

3. Pull the clutch lever several times to see what the pressure feels like. Any air in the system is compressible and makes the lever feel spongy.
4. If your derby cover is off you should be able to see the pressure plate moving as soon as you feel resistance in the lever. Any delays are being caused by air being compressed in the system. You will have to bleed the master cylinder. Once the system is bled properly you should have a nice smooth hydraulic clutch lever.

Clutch Adjustment

- If your clutch didn't need any adjustment before you put this part on, you shouldn't have to adjust the clutch.
- If you are assembling this bike you may need to adjust the push rod. Please refer to the stock Harley-Davidson shop manual for instructions.