



Technical Bulletin 238
05.2024

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Item	Subject	Model Affected
238.1	New Clutch Slave Cylinder	Tiger 1200 GT Pro, Tiger 1200 GT Explorer, Tiger 1200 Rally Pro, Tiger 1200 Rally Explorer

Item: 238.1
Description: New Clutch Slave Cylinder
Model Affected: Tiger 1200 GT Pro, Tiger 1200 GT Explorer, Tiger 1200 Rally Pro, Tiger 1200 Rally Explorer

A new clutch slave cylinder and hose assembly has been introduced for the above models from VIN BV3121. For models up to VIN BV3120, the original clutch slave cylinder and hose are no longer available. If replacing the clutch slave cylinder is required, a parts kit is available. Refer to the Electronic Parts Catalog (EPC) for further information regarding parts kit and replacements.

The procedure for installing the new clutch slave cylinder and hose assembly is described below.

WARNING

Make sure the motorcycle is stabilised and adequately supported.
Do not support the motorcycle on any ancillary component, the exhaust system or any other non structural parts of the motorcycle frame.
A correctly supported motorcycle will help prevent it from falling.
Failure to follow the advice above could result in serious injury or death.

CAUTION

If the engine has recently been running, the exhaust components can be hot.
Always allow the hot components to cool before working on the exhaust system.
Contact with the hot components could cause minor to moderate burns to exposed skin.

NOTICE

To prevent paint damage, do not spill brake and clutch fluid onto any area of the bodywork.
Spilled brake and clutch fluid will damage paintwork.

Clutch Slave Cylinder Removal

Perform the following operations:

Remove the following components as described in the Service Manual:

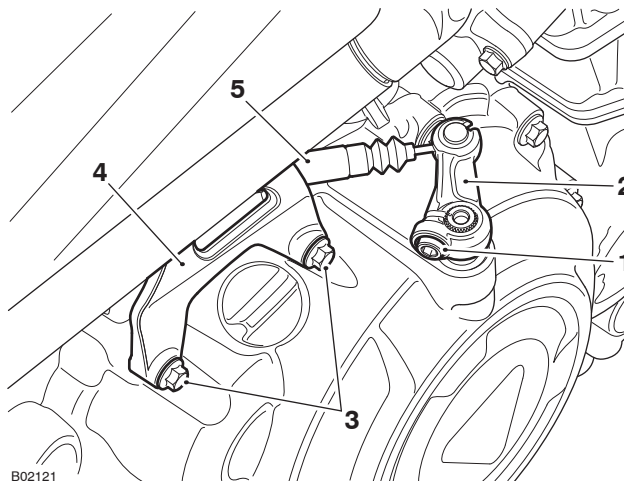
- Seat
- Battery
- Fuel Tank
- Airbox

1. Release the fixings and detach the clutch slave cylinder bracket from the clutch cover.

NOTICE

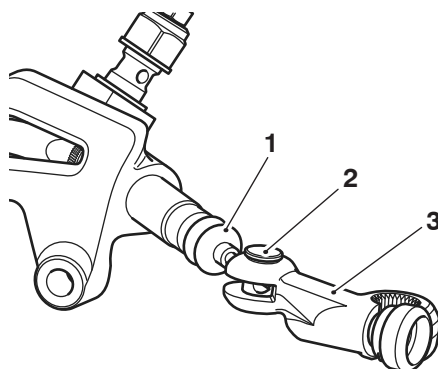
Note the position of the split line on the lifter arm to the alignment mark on the lifter shaft for installation.

- Remove and discard the fixing on the lifter arm and slide the lifter arm from the splined lifter shaft.



- 1. Fixing**
- 2. Lifter arm**
- 3. Fixings**
- 4. Bracket**
- 5. Clutch slave cylinder**

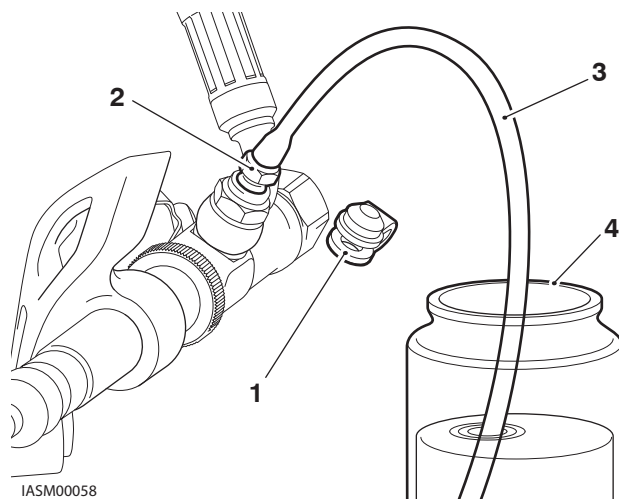
- Move the lifter arm in the position shown below and detach it from the clutch slave cylinder by sliding out the retaining pin.



- 1. Clutch slave cylinder**
- 2. Retaining pin**
- 3. Lifter arm**

- Remove the dust cap from the bleed screw on the slave cylinder.
- Attach a transparent plastic tube to the bleed screw.

- Place the other end of the tube in a suitable receptacle containing new brake fluid. Keep the tube end below the level of fluid.



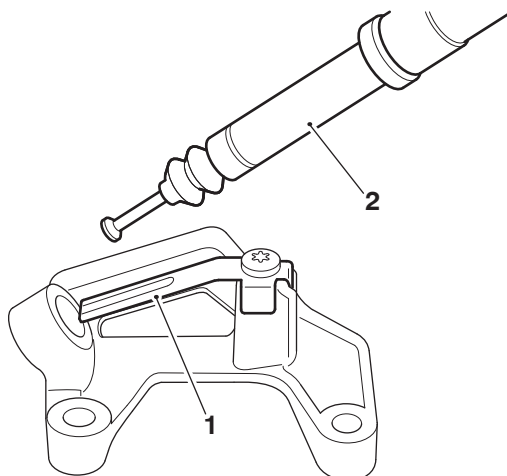
- Bleed nipple dust cap**
- Bleed screw**
- Bleed tube**
- Container**

- Counter hold the clutch hose union bolt and open the bleed screw.
- Slowly pull in and release the clutch lever several times to drain the brake and clutch fluid.

NOTICE

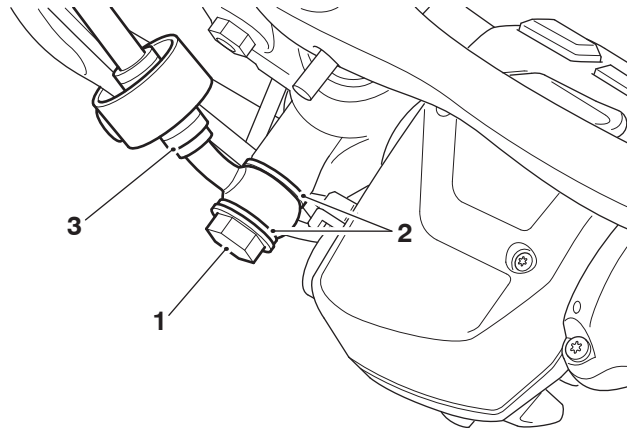
Note the orientation of the clutch hose for installation.

- Remove the dust gaiter.
- Turn the slave cylinder adjuster until free from the bracket and remove the slave cylinder.



- Spring detent plate**
- Clutch slave cylinder**

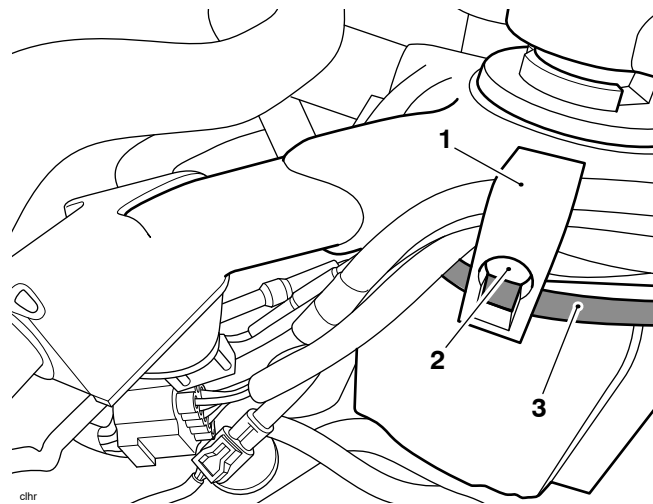
-
11. Disconnect the clutch hose from the master cylinder and discard the two sealing washers.



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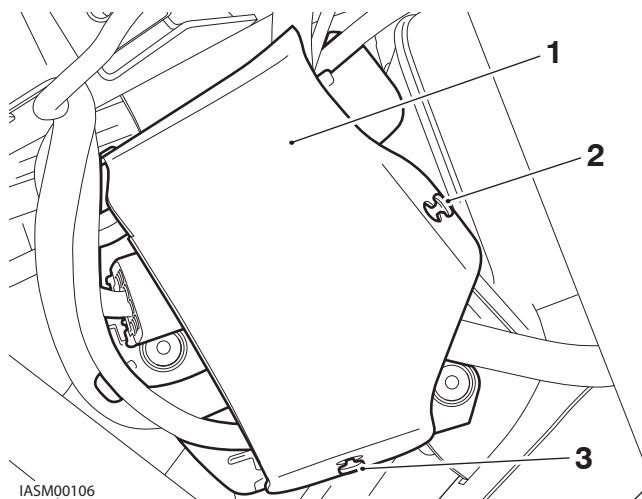
- 1. Union bolt
- 2. Sealing washers
- 3. Clutch hose

12. Cover the head of the clutch hose to prevent any remaining fluid leakage.
13. Remove the cable guides on the left and right hand side of the headstock. Discard the fixings.



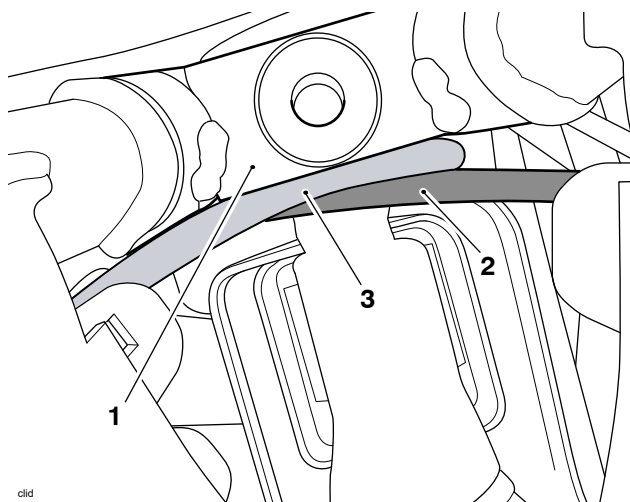
- 1. Cable guide (right hand side shown)
- 2. Fixing
- 3. Clutch hose

14. Detach the front and lower ends of the rubber covers from the left and right hand electrical connector housings (right hand side shown).



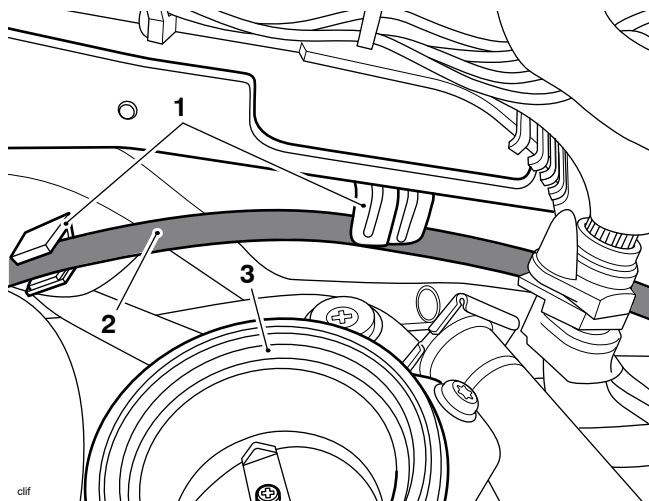
- 1. Rubber cover (radiator assembly removed for clarity)
- 2. Front retaining lug
- 3. Lower retaining lug

15. Remove the clutch hose by routing the hose out of the motorcycle frame. Note the routing for installation.



- 1. Frame
- 2. Clutch hose
- 3. Brake hose

16. Release the clutch hose from its retaining clips to route it out.

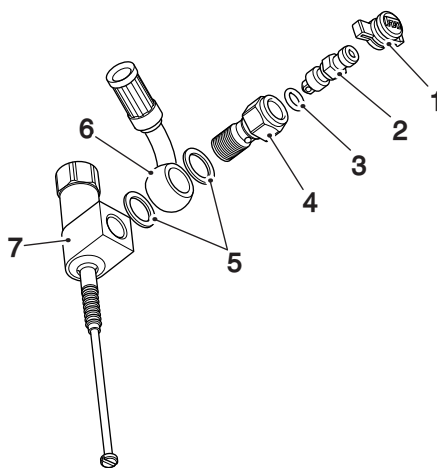


1. Retaining clips
2. Clutch hose
3. Throttle body

17. Remove the clutch slave cylinder and hose assembly from the motorcycle.

Clutch Slave Cylinder Installation

1. Fit the components of the new clutch slave cylinder in the order shown below.

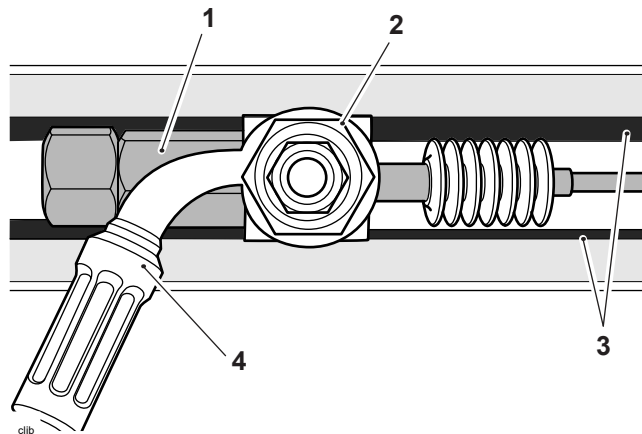


1. Bleed screw dust cap
2. Bleed screw
3. O-ring
4. Union bolt
5. Sealing washers
6. Clutch hose
7. Clutch slave cylinder

NOTICE

Note that the clutch slave cylinder and union bolt must be tightened off the motorcycle to avoid damage to the clutch slave cylinder.

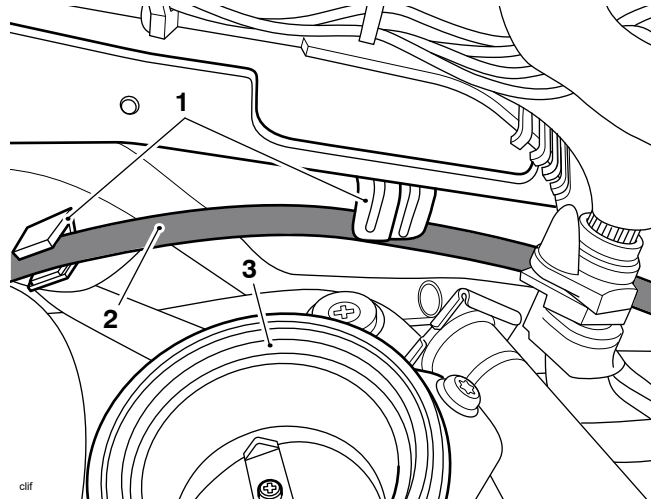
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2. Using a vice with soft jaws fitted, secure the clutch slave cylinder firmly in place with the hose positioned in the orientation shown below.



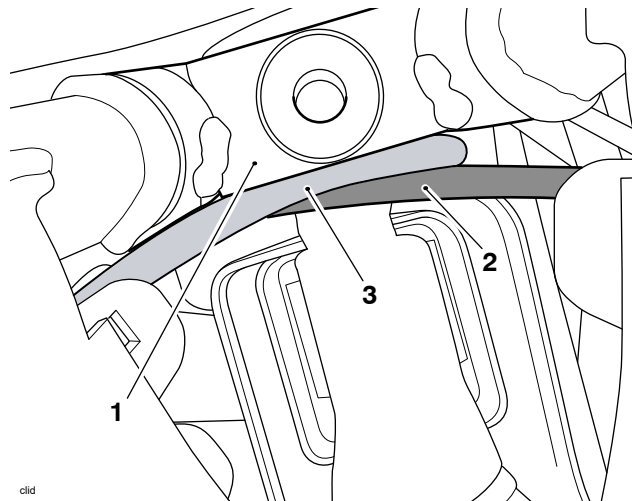
1. **Clutch slave cylinder**
2. **Union bolt**
3. **Soft jaws**
4. **Clutch hose**

3. Tighten the union bolt to 25 Nm.

4. Route the clutch hose into the motorcycle frame and to the clutch master cylinder in the reverse order of the removal. Make sure that the clutch hose is secured by the retaining clips and is routed around the headstock and motorcycle frame as shown in the illustrations below.



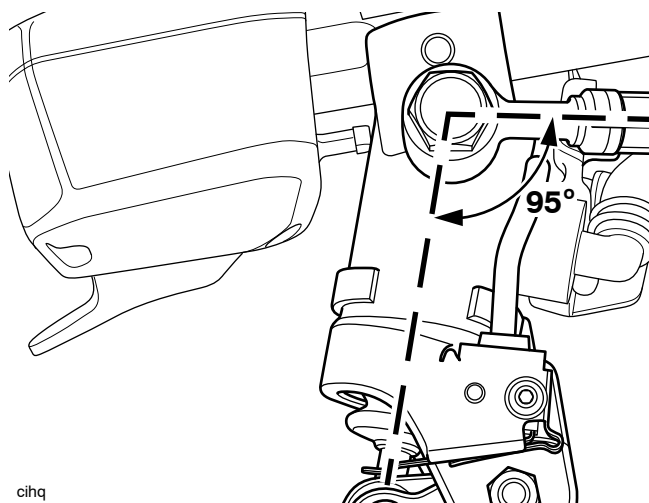
- 1. Retaining clips
- 2. Clutch hose
- 3. Throttle body



- 1. Frame
- 2. Clutch hose
- 3. Brake hose

5. Connect the clutch hose to the master cylinder incorporating new sealing washers to each side of the union.

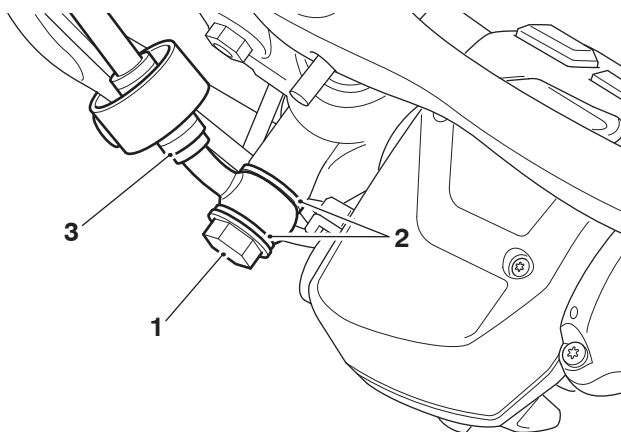
6. Position the clutch hose such that it is 95° from the center line of the master cylinder, as shown in the illustration below.



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Clutch hose alignment

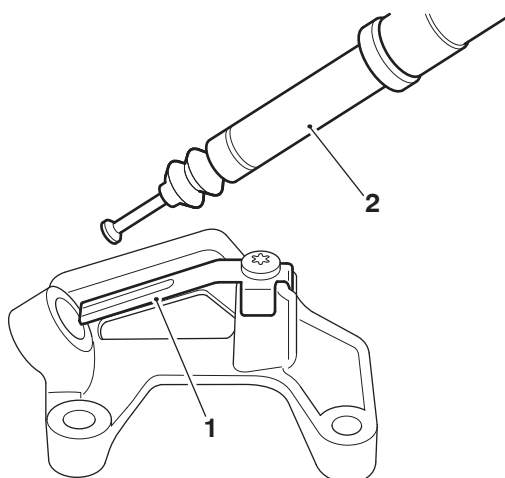
7. Tighten the union bolt to 25 Nm.



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1. Union bolt
2. Sealing washers
3. Clutch hose

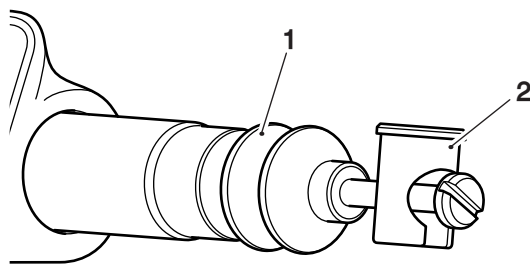
8. Turn the slave cylinder adjuster into the bracket.



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1. Spring detent plate
2. Clutch slave cylinder

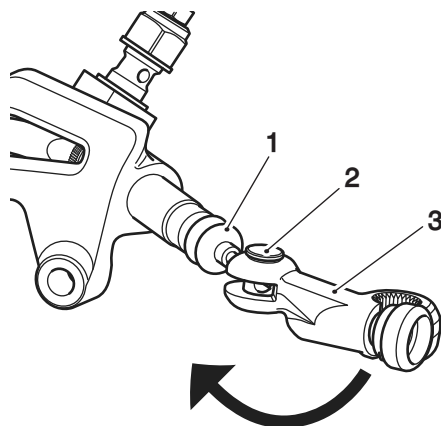
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9. Fit the dust gaiter.
 10. Fit the retaining pin to the clutch slave cylinder as shown below.



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1. **Clutch slave cylinder**
2. **Retaining pin**

11. Fit the clutch slave cylinder to the lifter arm and turn the lifter arm in the direction shown below.

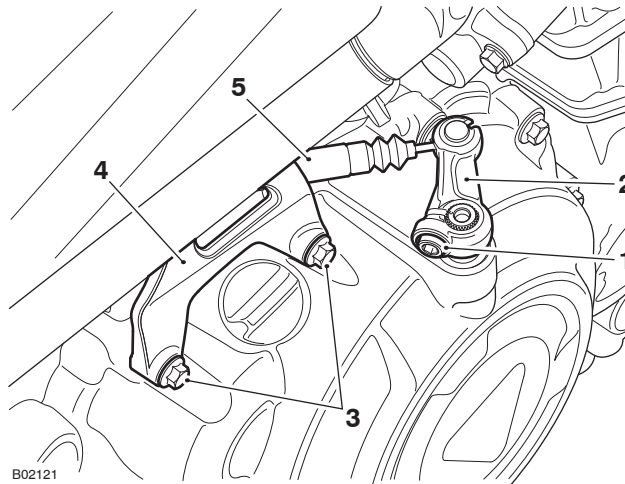


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1. **Clutch slave cylinder**
2. **Retaining pin**
3. **Lifter arm**

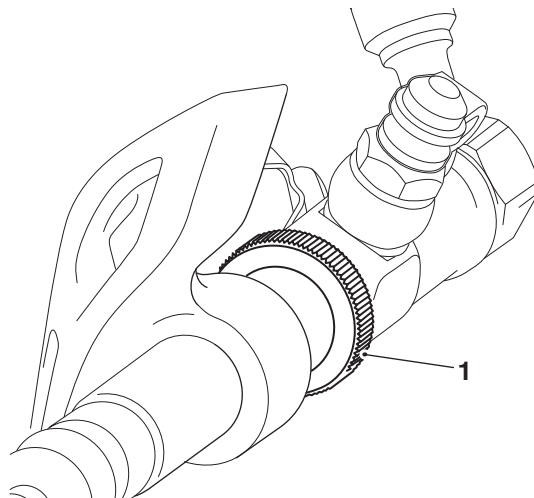
12. Fit the lifter arm to the clutch lifter shaft, lining up the split line of the lifter arm with the alignment mark on the lifter shaft. Fit a new fixing and tighten to 10 Nm.

13. Fit the clutch slave cylinder bracket to the clutch cover and tighten in the fixings to 10 Nm.

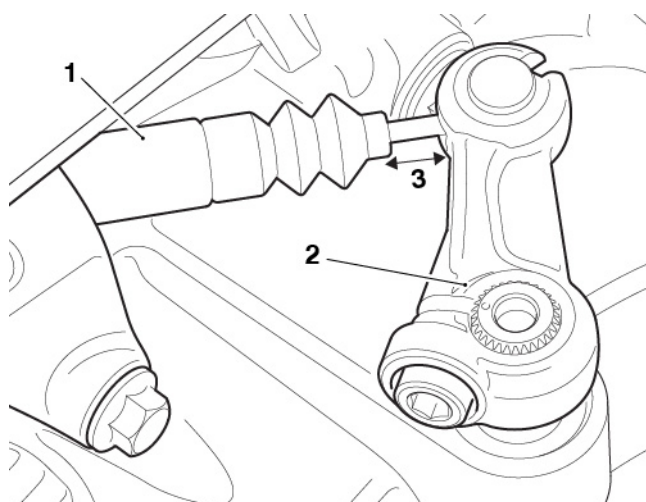


- 1. Fixing
- 2. Lifter arm
- 3. Fixings
- 4. Bracket
- 5. Clutch slave cylinder

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14. Check and, if necessary adjust the free play at the lifter arm. The difference between the clutch lifter arm in its resting position and the clutch lifter arm rotated fully clockwise should be 2 - 5 mm. This can be adjusted using the adjuster on the slave cylinder.



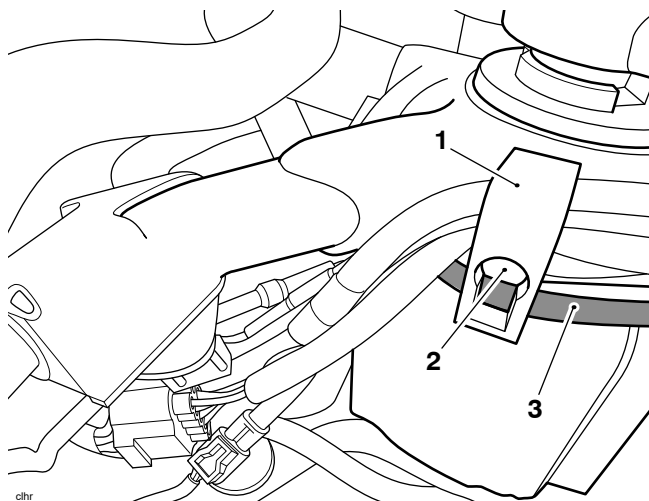
- 1. Slave cylinder adjuster**



- 1. Clutch slave cylinder**
2. Lifter arm
3. Free play. 2 - 5 mm

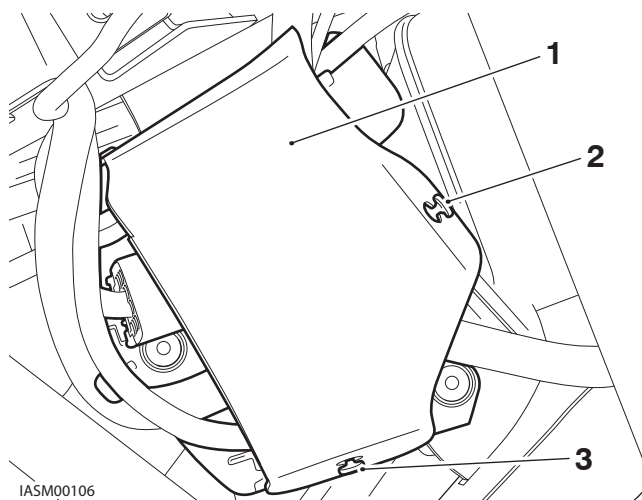
15. Bleed the clutch (refer to Bleeding the Clutch section in the Service Manual).
16. Check the clutch for correct operation and fluid leaks. Rectify as necessary.

17. With the cables guided through both the cable guides as noted during removal, fit the cable guides to the headstock and tighten the new fixings to 8 Nm.



1. Cable guide (right hand side shown)
2. Fixing
3. Clutch hose

18. Attach the front and lower ends of the rubber cover to the electrical connector housings (right hand side shown).



1. Rubber cover (radiator assembly removed for clarity)
2. Front retaining lug
3. Lower retaining lug

Perform the following operations:

Install the following components as described in the Service Manual:

- Airbox
- Fuel Tank
- Battery
- Seat