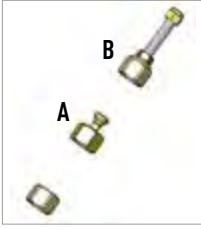


OPTIONAL EXTRAS FOR YOUR HYMEC SLAVE CYLINDER



HYMEC-SLAVE-REAR CAP KIT:

Contains standard, rearmount and rearmount vario cap options.

ORDER CODE 2100018



NIPPLE ADAPTER KIT:

If your clutch cable has a large attachment nipple you will require a nipple for the end of your HYMEC slave cylinder activation rod.

ORDER CODE 2701674

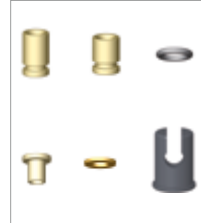
Contains both an 11 and 14 mm attachment nipple adapter

A. REARMOUNT:

If your slave cylinder is attached with a rearmount together with any of the mounting adapters listed on page 52, pos. 28 you may require this REARMOUNT cap.

B. REARMOUNT VARIO:

This kit enables the fitment of the HYMEC slave cylinder STANDARD as a REARMOUNT VARIO option. The VARIO option allows for adjustment and extends the fitment length by 55 to 77 mm and can be used with all of the slave cylinders listed on page 29.



2 STROKE ATTACHMENT KIT:

If the HYMEC slave cylinder is located under the clutch cover it may be necessary to use one of the sleeves in conjunction with an o-ring.

ORDER CODE 2701697

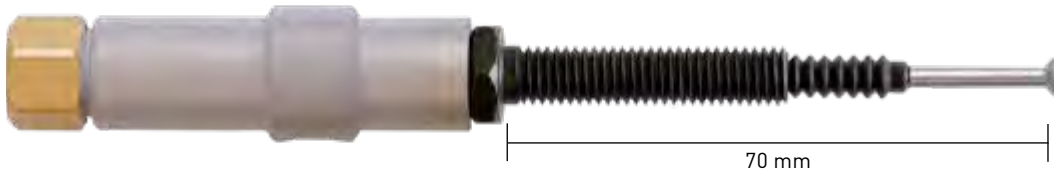
REPLACEMENT HYMEC CLUTCH SLAVE CYLINDERS

If you have an older HYMEC clutch activation system and require a replacement slave cylinder but are not aware of the correct part number we have devised a method to make it easier for you to establish the part number for the replacement. Remove the slave cylinder from the motorcycle and activate the master cylinder until the slave cylinder activation rod is fully retracted and withdrawn. The piston in the slave cylinder is now contacting the bronze cap at the back of the slave cylinder and the rod length should be measured as shown on top of page 29. If the slave cylinder is no longer working it can be removed from the pressure line and forced slowly and carefully into the slave cylinder for the measurement.

Please note – the length you are measuring is not the activation length – the activation length is 16 mm longer than the withdrawn length. Following the measurement please do not disregard your old slave cylinder you may require the cap or the support. All of our replacement HYMEC slave cylinders are delivered with the standard cap and standard support as shown in the pictures. If the slave cylinder you require lies between two different activation lengths – always order the longer version and use spacers between the support and the cable attachment to increase the activation length to suit your motorcycle.

SPECIAL REPLACEMENT HYMEC SLAVE CYLINDERS

STANDARD VARIO



BMW F 800

- F 700 GS
- F 800 GS
- F 800 R
- F 800 S
- F 800 ST
- F 800 GT
- F 650 GS (2-Cylinder)
- HUSQVARNA NUDA

activation length 57-78 mm

ORDER CODE 2100022

STANDARD BOLT



HARLEY SPORTSTER AB 1996

Spacer block for assembly should be removed after installation.

ORDER CODE 0722160

STANDARD BOLT

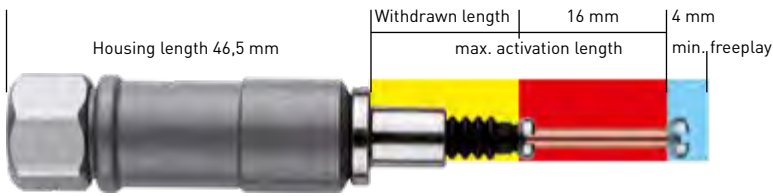


BUELL XB-MODELLE 2002 – 2010

Spacer block for assembly should be removed after installation.

ORDER CODE 0120624

EXAMPLE



STANDARD

Replacement HYMEC Slave Cylinders – to measure your slave cylinder – activate the master cylinder until the pull rod is fully withdrawn.

	WITHDRAWN LENGTH	ACTIVATION LENGTH
A	16 mm	31–33 mm ORDER CODE 2100308
B	24 mm	39–41 mm ORDER CODE 0120649
C	31 mm	46–48 mm ORDER CODE 0120648
D	35 mm	51–53 mm ORDER CODE 0120655
E	41 mm	56–58 mm ORDER CODE 0120652
F	45 mm	60–62 mm ORDER CODE 0120651
G	50 mm	65–67 mm ORDER CODE 2100003
H	55 mm	70–72 mm ORDER CODE 0120653 RRP
J	67 mm	82–84 mm ORDER CODE 0120659 RRP
K	90 mm	105–107 mm ORDER CODE 0120657

BUILD YOUR OWN HYMEC HYDRAULIC CLUTCH!

HYMEC is the solution for riders with small hands, reduced hand operating force and riders who require a precise clutch activation with a constant pressure point. Due to the number of enquiries we receive for HYMEC systems for motorcycles we have not measured, or have no ready to fit option for, we have completed this double page to assist you in the configuration of a new system. This should enable you to check if the system will fit your motorcycle and which parts list you will require to do so.

The MAGURA HYMEC-System is world renowned as a hydraulic conversion for cable operated mechanical clutch systems. The system is compatible with most clutch activations and offers a direct and constant pressure point. The advantages of this system are well documented in the press and riders forums.

WHAT DO I NEED TO BUILD A HYMEC FOR MY BIKE?

1. MASTER CYLINDER + 2. SLAVE CYLINDER + 3. PRESSURE LINE, FITTINGS AND OIL + 4. SPECIFIC SPARE PARTS

1. MAGURA OFFER 3 MASTER CYLINDER OPTIONS:

Master Cylinder – as the system requires mineral oil and cannot be used with brake fluid the master cylinder should be mineral oil compatible.



HC1 SLANTED RADIAL MASTER
ORDER CODE 2100455
Max. slave stroke: 10 -13 mm*
Full details on page 14

HC1 – Reservoir, switch and banjo bolt included

Spare parts and accessoires on page 48/49



HC3 FULLY RADIAL MASTER
ORDER CODE 2100301 GOLD / 2100693 BLACK
Max. slave stroke: 8 -13 mm*
Full details on page 18

HC3 - Reservoir, switch and banjo bolt included

Spare parts and accessoires on page 50/51



167 AXIAL MASTER
Ø 9,5 Street (Light operation)
ORDER CODE 0723295
Max. slave stroke: 8-10 mm*
Ø 10,5 Street (Sports clutch)
ORDER CODE 2700185
Max. slave stroke: 10-12 mm*
Full details on page 22
167 Street Master – switch, mirror clamp and black street lever included

Spare parts and accessoires on page 58

2. PRESSURE LINE, FITTINGS AND SERVICE-KIT

PART DESCRIPTION	ORDER CODE	HC1	HC3	167
A Radial Pressure Line Adapter	2700499	x	x	-
B Pressure Line L=2500 mm cut to size	0722679	x	x	x
B Pressure Line carbon L=1045 mm fixed length	0722138	x	x	x
B Pressure Line carbon L=1120 mm fixed length	0722137	x	x	x
C Banjo Bolt with Bleeder for slave	0722136	x	x	x
D Service-Kit HYMEC (Fill and Bleed Kit)	0722152	x	x	x

Only one pressure line is required for every build. Please measure and define your required length before ordering.



* Max. Slave stroke refers to possible max. stroke with lever adjusted to largest reach position.

3. SLAVE CYLINDER

In order to ascertain the correct slave cylinder for your motorcycle you will need to cut the template slave cylinder from this page, fit to the motorcycle and cut to size. If you do not feel qualified to remove the clutch cable please seek assistance from your local motorcycle technician.

There are 2 basic forms of slave cylinder attachment:

1. STANDARD cable fitting: Slave template 1

2. REARMOUNT VARIO – Slave template 2

The REARMOUNT VARIO fitting can be adjusted to fit correctly using the rear locknut.



STANDARD template 1

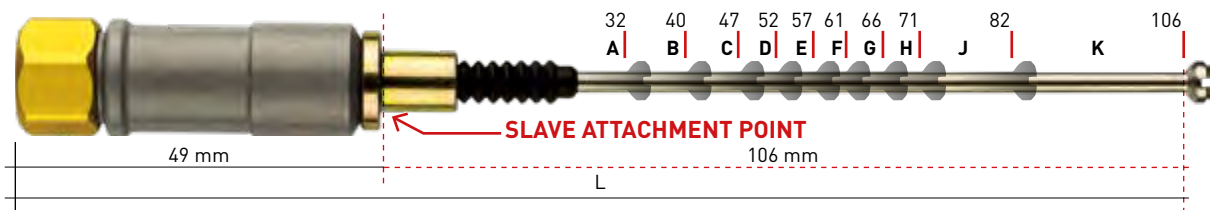


REARMOUNT VARIO template 2

STANDARD

Carefully cut the template out and fit to your motorcycle. The clutch activation arm at the engine should be pushed with your finger as far forward towards the slave cylinder as possible and the template should then be cut at the next longest available point.

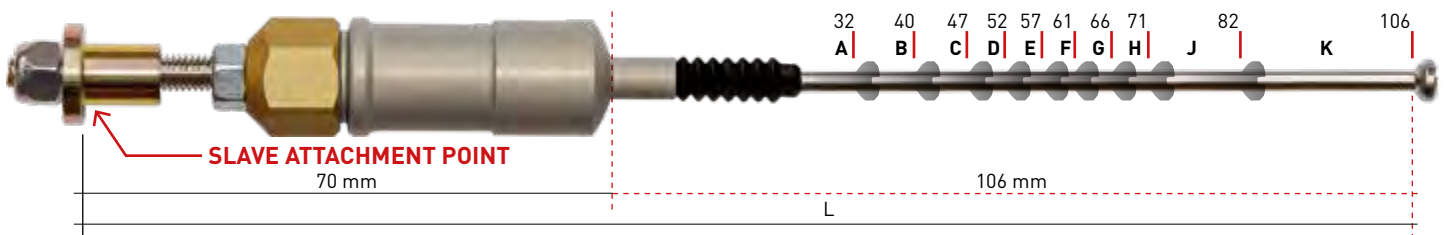
Then compare the number on the template to the list on pages 28/29 to pick the correct slave cylinder. If the slave is too long it can be shortened by placing spacer washers between the slave and the mounting point – if it is too short it will not work correctly. If in doubt choose the longer version.



REARMOUNT VARIO

Carefully cut the template out and fit to your motorcycle. The clutch activation arm at the engine should be pushed with your finger as far forward towards the slave cylinder as possible and the template should then be cut at the next longest available point.

Then compare the number on the template to the list on pages 28/29 to pick the correct slave cylinder – you will also require **ORDER CODE 2100018 REARMOUNT VARIO Kit** to mount the slave from behind. The threaded attachment kit at the rear should allow for sufficient adjustability when installing the slave cylinder.



POSSIBLE SLAVE CYLINDER DEVIATIONS

Some motorcycle models require a large nipple to attach to the clutch activation arm.

Some 2 stroke models have the cable fitted beneath an engine casing and require a special 2 stroke bracket.



ORDER CODE 2701674
Set with 1x 11 mm and 1x 14 mm



ORDER CODE 2701697
2 Stroke Attachment Kit HYMEC
Includes
Sleeve 15 mm,
Sleeve 12 mm, Spacer,
disc and O-Ring

BEFORE INSTALLING YOUR NEW HYMEC PLEASE DOWNLOAD THE CURRENT HYMEC-MANUAL FROM OUR WEBSITE! HYMEC DOES NOT AFFECT YOUR VEHICLE REGISTRATION.