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MÜLLER MOTORCYCLE AG

Installation Manual

Easy Clutch Device – Müller Hydro Clutch
for Harley-Davidson® Milwaukee-Eight®
Twin Cam®
V-Rod®

Part number: 120-50
120-60
120-70

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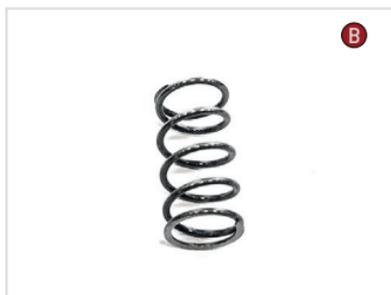
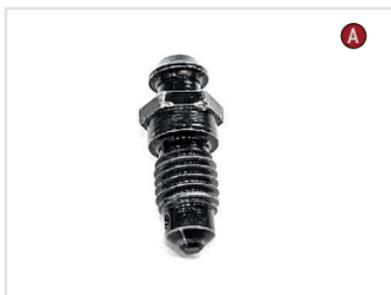
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Safety Notes

Caution! The installation should be carried out by a certified specialist workshop. We do not take over any liability for unprofessional workmanship.

These parts must be used on from your original clutch cylinder:

- bleed screw **A** (not at V-Rod)
- piston spring **B**
- clutch sleeve **C** (not at V-Rod)





1. Jack up the bike with an appropriate tool

Use a motorcycle jack or a hydraulic ramp.

2. Loosen the attachment screws

If necessary, you must loosen the screws of your exhaust system to reach the clutch cover. You do not have to dismount the entire exhaust system, in most cases it is enough to loosen the screws a bit.



3. Remove the clutch cover

Loosen the screws of the cover and remove it. Now you can see the clutch cylinder.



4. Remove the clutch cylinder

Remove the clutch cable and the bleed screw.
Caution: it is possible to bleed some brake fluid when removing the clutch cable. Be careful that the brake fluid does not get in contact with painted parts.



5. Remove the piston from the cylinder

Remove the piston from the cylinder and take off the spring, you will need it soon.

6. Mount the spring on the piston of the Hydro Clutch

Take the spring and put it on the piston of the Hydro Clutch.



If you have a Milwaukee Eight model, you must also put the clutch sleeve onto the piston.



7. Reassembling the whole unit

- Fit the piston into the Hydro Clutch cylinder and bolt the Hydro Clutch cylinder in your clutch system.
- After mounting the Hydro Clutch, you have to fit the bleed screw and the clutch cable. Then you have to bleed the clutch cable according to manufacturer's description.
- Remount the clutch cover and retighten all screws, especially not forgetting the exhaust system screws.



8. Take a test drive

Before going for a ride, you must ensure that all gears shift clean and that you can easily shift into idle.

If there should be a problem finding idle position or gears are hard to shift there is most probably some air in the clutch cable system. You have to repeat the system bleeding.

Have fun with your Müller Hydro Clutch