

Revised Clutch Slave Cylinder

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K3 and early K4 owners see this - [Clutch Slave Cylinder mod](#)

By Tundra Tom Mar2005:

I realize this has been addressed before but this is something that should be checked before your stuck somewhere with a dis-functional clutch.

I noticed a slight lowering of my clutch fluid before storing the SV. Upon removing the countershaft sprocket cover to clean and change gearing I noticed a bit of a fluid around the slave cyl. seal. Checking my records I had two weeks left on my warranty. I called the dealer and asked if I could just bring the cylinder in for replacement since the SV is quite disassembled.

When I brought it in I asked about others having the same issue, he said no, though he wouldn't look me in the eye. When the new cyl. was in, I asked if it was the updated version and was told that the new "extra seal" revision is the only one available from the factory. I had them ship it to me.

Keep a close eye on your clutch fluid levels, the rubber diaphragm can extend into the reservoir and look like dark fluid. If your losing fluid your slave cylinder seal is shot. If your warranty is out of force talk to your dealer about sending in for a new one anyway, stating there is an updated version available. If he's worth anything he will at least try.

The photo's below show the additional black rubber seal on the front side of the cylinder. While it's sticking out now it should keep the crud out of the cylinder bore when it isn't extended between gear changes.

Updated June2005 (AndyW)

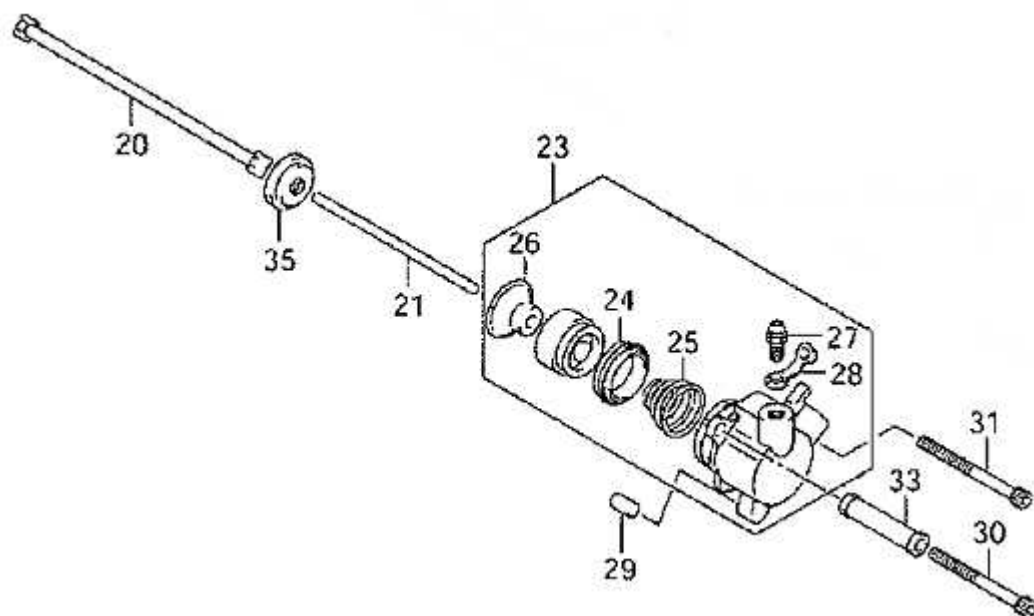
The drawing shows the additional seal as

26. The part number from Suzuki is [23166-02F20](#) - the only seal you need, assuming there is no sign of leaks, is this one, if you have a pre update clutch slave cylinder (K3 and early K4s). You won't have one of these seals as standard i.e. it's an addition. Any Suzuki Dealer should be able to supply one, just give them the part number above.

#24 is the actual seal on the slave cylinder piston [23163-06B00](#)if you are loosing clutch fluid here, replace this one.

#35 is the seal on the engine side of the clutch actuation rod [09283-06008](#)if there are signs of engine oil leaking, replace this one.

(see line diagram below, extract from a micro-fiche on www.ronayers.com)



NB Make sure everything is nice and clean before adding the extra seal #26 - see [here](#). After a thorough cleaning I reapplied plenty of grease again (needs to be of the type that's safe on rubber components - I use Silkolene Pro RG2 which is great stuff!), the red stuff you'll see in the photos when you follow the link for cleaning.



AndyW: As the additional seal (26 on the diagram above) appears to be available as a separate part I wondered whether the seal could be retro fitted to earlier slave cylinders. TT has provided me with the following measurements:

The new cylinder's counter bore is .710" wide by .220" deep. BTW TT's SV1K is a 2003 also.

As soon as I get a chance I'll take similar measurements from my slave cylinder (unless someone does so before me ; -)

Update Apr2005:

Measured mine up (2003 bike, pre revised slave cylinder):

The recess in the piston is 17mm wide x 5mm deep which is..... 0.6692893" x 0.1968498good enough for me, I'm sure any difference there is the accuracy of our measurements

Contacted my local Dealer and ordered the seal (Part Number: 23166-02F20), fitted with out any problem. Make sure you clean the slave cylinder piston and recess before installing the new seal! (info)

