

Frequently Asked Questions

Fitment

I don't see my bike listed on the Application Charts or in the year, make and model search. Is there a chance ASV makes levers for my bike?

Even if ASV does not currently make levers for your bike, there is an option-Our complete clutch / perch assembly (Standard perch or Pro perch) will fit on just about ANY dirt bike that uses a cable operated (Non Hydraulic) clutch set up. If your handle bars are 7/8" diameter and the barren on your clutch lever is 8mm or smaller, then ANY of our ASV universal clutch/perch levers will work on your bike, Even if it is a 1960's rare European Motocross bike!

If it is a "Vintage" motocross bike, you can use ASV Clutch Lever / Perch assemblies for both the brake and the clutch levers. The brake lever will work with an ASV clutch/perch lever assembly and will not be upside down or look odd. ASV is the top seller of levers for vintage dirt bikes.

If your dirt bike is a little more modern and has a hydraulic (Disc) front brake system, but we don't list your bike or we don't go back far enough in the years, here is a suggestion we recommend all the time that works great....We recommend you purchase a used (Working or rebuilt) front brake master cylinder from a 1993 or newer dirt bike (Honda CR/CRF, Yamaha YZ/YZF, Suzuki RM/RMZ or Kawasaki KX/KXF) and replace/upgrade your old brake master cylinder.

Here is why you want to upgrade the brake master cylinder on your bike;

1. Finding a non stock type lever is hard and will only get more difficult. Your only options will be low quality cast levers from companies like EMGO or Flanders.

2. Upgrading to a 1992-2006 brake master cylinder will make it so much easier to find levers and also broaden your choices of available aftermarket levers.
3. Repairing that 1989 master cylinder if it blows a seal or gets damaged will be harder as Honda will not be supporting that part much longer as it is now 30 years old.
4. Upgrading to a 1992-2006 brake master cylinder will be much easier to maintain and repair as they are still in production for some new bikes (Suzuki still uses them on the 2018 RMZ line and most of the makes still use them on their trail bikes.
5. You will get better performance from this newer master cylinder design. And it is easy to switch out and install.

Products

What are the differences between the F2, F4, and C6 off-road levers?

While all ASV inventions levers feature the **unbreakable design** and **fully adjustable reach control**, the F2, the F4, and C6 off-road levers all have unique features of their own.

F2 Series

- Acorn-nut reach adjust (requires tools)
- Forged aluminum blade
- Blade available in polished black only
- Standard perch option
- 2-year warranty

F4 Series

- Quickclick thumb dial reach adjust controls (no tools needed)
- Forged aluminum blade
- Blade available in multiple colors
- Quickclick dials available in multiple colors
- Standard or Pro perch option
- 4-year warranty

C6 Series

- 100% CNC-machined blade with a wider, more comfortable shape

- Textured matte finish to enhance grip and control
- Quickclick thumb dial reach adjust controls (no tools needed)
- Blade available in multiple colors
- Quickclick dials available in multiple colors
- Pro perch option
- 6-year warranty

What are the differences between the F3 and C5 street levers?

While all ASV inventions levers feature the **unbreakable design** and **fully adjustable reach control**, the F3 and the C5 street levers both have unique features of their own.

F3 Series

- Forged Aluminum Blade
- Quickclick thumb dial reach adjust controls (no tools needed)
- Blade available in multiple colors
- Quickclick dials available in multiple colors
- 3-Year Warranty

C5 Series

- 100% CNC-machined blade with a wider, more comfortable shape
- Quickclick thumb dial reach adjust controls (no tools needed)
- Blade available in multiple colors, including Bicolore
- Quickclick dials available in multiple colors
- 5-Year Warranty

ASV Sport Levers Comparison Chart

		
Series	F3	C5
Guarantee/Damage Warranty	3 years	5 years
Color Options	Black, Red, Blue, Gold	Black, Gold, Bicolore
Material/Process	Forged 6061 Aluminum	CNC-Machined 6061 Aluminum
Unbreakable Pivot Design	YES	YES
Indexing Dial-Ajuster Reach	YES	YES
Shorty Option	YES	YES
Polished, anodized finish	YES	
Shot-Peened Matte Finish		YES
Laser Engraved Logo	YES	YES
Dial Adjuster Color Options	Black, Red, Blue, Gold, Orange, Green, Silver	Black, Red, Blue, Gold, Orange, Green, Silver
Limited Edition Colors		YES
Racing Applications	YES	YES
Made in USA	YES	YES

What are the difference between “Standard” and “Pro” perch?

Both perches are similar in design and looks except for the following:

ASV Pro Perch

- One-Handed On-The-Fly Clutch Cable Adjust tensioner - (available in multiple colors)
- Includes ASV Rotator Clamp which enables forward and rearward rotation of the perch for easy adjustments.
It also saves the lever in the event of a spill.
- Includes ASV dust cover to protect bearings from environmental hazards
- Includes cable dust cover boot
- Made with bearings between the perch and lever

ASV Standard Perch

- Standard barrel with Jam Nut (requires two hands and a parked bike)

- Bushing between perch and lever
- Standard (non-rotating) mounting clamp on perch
- Optional Bearing upgrade
- Optional ASV rotator clamp
- Optional dust cover

How long are F2, F4, and C6 off-road motorcycle levers?

Simple Answer

ASV levers are designed to match the stock lever lengths of the listed applications. "Shorty" levers are about 1.25 inches shorter than stock

Detailed Answer

Most off-road motorcycles use a shorty brake lever that is approx. 5 inches long and a standard clutch lever that is approx. 6.25 inches long measured from the pivot point where the lever connects to the master cylinder. We offer both lengths on most of our levers.

PAIR PACKS

In most cases, "standard" pair packs include a shorty lever (approx. 5 inches) and a standard length clutch (approx. 6.25 inches). "Shorty" pair packs include a shorty brake and a shorty clutch.

Exceptions

Some bikes use a shorty clutch or standard brake by default and will ship this way unless requested differently by the customer. These cases will be noted on the listing.

How long are F2, F4, and C6 quad / ATV levers?

Simple Answer

ASV levers are designed to match the stock lever lengths of the listed applications. "Shorty" levers are about 1.25 inches shorter than stock.

Detailed Answer

Most quads and ATVs use standard length brake and clutch levers that are approx. 6.25 inches measured from the pivot point where the lever connects to the master cylinder. We offer both standard lengths and shorty on most of our levers.

PAIR PACKS

If you order a "standard" pair pack, you will receive a standard length brake lever and standard length clutch lever. If you order a "shorty" pair pack, you will receive a shorty brake lever and a shorty clutch lever.

How long are F3 and C5 street motorcycle levers?

Simple Answer

ASV levers are designed to match the stock lever lengths of the listed applications. "Shorty" levers are about 1.25 inches shorter than stock.

Detailed Answer

Most street /sport motorcycles use standard length brake and clutch levers that are approx. 8 inches measured from the pivot point where the lever connects to the master cylinder. We offer both standard and shorty lengths on most of our levers.

Install

Do you offer install guides?

Yes! We offer guides for each style of our levers.

I installed an ASV clutch lever and perch assembly and now there is too much cable play. Is this normal?

- Try adjusting the inline cable adjuster all the way out to take up that play.
- If your bike/quad has an adjuster down at the motor where the clutch cable connects to the engine, also try adjusting that out to take away the excess play.
- If you have tried both of those options, please call ASV customer service and request a couple of “Barrel Extenders”. These parts made by ASV will insert into the end of your ASV adjuster barrel at the clutch perch and remove the excess slack. Each one takes up just under 1/2” of slack and they can be combined (Nesting into each other) to get more play reduction. Usually 1-2 will take care of the issue.

My clutch cable has been getting frayed after using my ASV clutch lever. Is this normal?

If the end of your clutch cable that goes into our perch is significantly smaller than the hole in the end of our adjuster barrel on our perch, that may cause the clutch cable to exit the perch at an angle that will cause your inner clutch wire to fray.

- ASV does offer a spacer (That should have been included with your clutch perch) that should take up that space and allow your clutch cable to exit the perch without an angle.
- If you did not get this spacer, or did, but it does not fit into your clutch barrel, or your cable will not fit into it, you can create a spacer by wrapping the end of the clutch cable with a plastic based tape like black electrical tape.

My shorty ASV clutch lever hits the switch / cluster and won't reach to the grip on my Dual Sport / Off-Road Motorcycle. Can this be fixed?

Shorty lever is not recommended for these applications, and we also have a spacer to help clear that cluster.