



C/5 Sport Brake Lever Part # BRC550

Congratulations on your purchase of an ASV C/5 Sport Streetbike lever. The correct installation of control levers on a sport/street motorcycle is critical. Incorrect installation or the installation of an incorrect part can result in a malfunction of your clutch and / or front brake system. This lever should be installed by a certified mechanic. Preferably at your local motorcycle dealer service dept. ASV Inventions, Inc. accepts no liability for malfunctions as a result of incorrect installation or the correct installation of a part that was not designed specifically for your motorcycle. Please check the list below to confirm that the correct year, make and model of your motorcycle is listed. If the correct year, make and model of your motorcycle is not listed below, then this part is not the correct part for your motorcycle and must not be installed onto your motorcycle.

ASV C/5 Sport front brake lever part number: BRC550 fits only the following motorcycles: Please disregard any dashes or letters after this part number, (ex; BRC550-SK) Any dashes or letters following your part number are for colors and/or length of the lever (Shorty) and do not affect the application of the lever to the bike.

APRILIA	YEAR	PART#
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RSV Mille/R	(04-07)	BRC550
RSV 1000 R	(08-09)	BRC550

DUCATI	YEAR	PART#
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1198 S / R	(2009)	BRC550
1098 S / R Tricolor	(07-08)	BRC550
999 S / R	(03-06)	BRC550
848	(08-09)	BRC550
749 S / R	(03-06)	BRC550
S4R/S4Rs	(07-08)	BRC550
Streetfighter	(2009)	BRC550

KTM	YEAR	PART#
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1190 RC8 / R	(08-09)	BRC550
Super Duke	(05-09)	BRC550
690 Duke	(08-09)	BRC550
690 Supermoto R	(08-09)	BRC550
990 Supermoto	(2009)	BRC550

YAMAHA	YEAR	PART#
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YZF R6	(05-09)	BRC550
YZF R1	(04-09)	BRC550
YFZ R6S (Euro)	(2006)	BRC550
YFZ R6S (Canada)	(2006)	BRC550
V MAX	(2009)	BRC550

If your motorcycle is not on this list, this part # BRC550 is not the correct part for your Motorcycle.

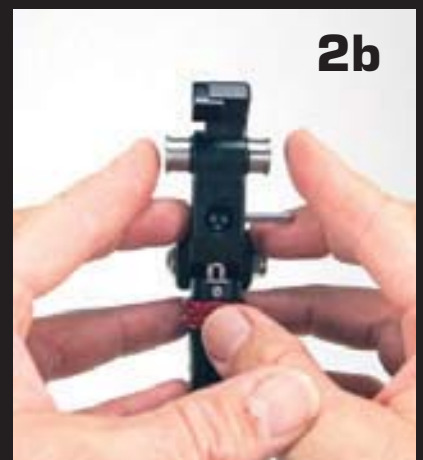
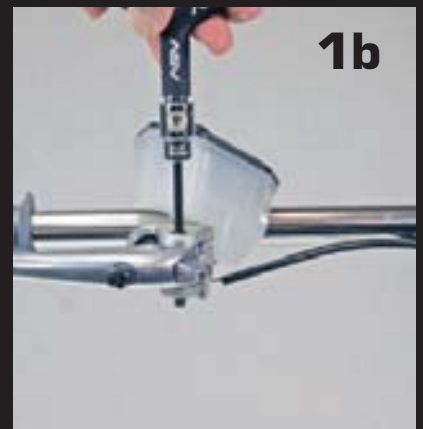
INSTALLATION INSTRUCTIONS FOR PART # BRC550

Tools and supplies needed: 1) 4mm allen wrench, 1) 10mm wrench or socket 1) large flat blade screwdriver (Yamaha installations only) 1) small bottle of thread locking adhesive (loc-tite)

1 To remove your stock lever, use a 10mm wrench or socket to remove the locknut attached to the main pivot bolt that holds the lever. (Photo 1a) Once the locknut is removed, unscrew the main pivot bolt with a 4mm allen wrench on European Bikes, or a flat screwdriver on Yamaha's. (Photo 1b) After the pivot bolt is removed, the lever will detach from the master cylinder.

When removing your stock lever from a Yamaha motorcycle, please leave the push shaft rod that your lever pushes on in the brake master cylinder. You will be re-using it, so there is no need to remove it.

When removing your stock lever from a Ducati, Aprilia or KTM motorcycle, please remove the push shaft rod that your lever pushes on from the master cylinder. You will not be using it with the ASV lever. There is



an ASV push shaft that must be used on all Ducati, Aprilia and KTM applications.

2 Install the supplied bushings. Included with your ASV brake lever is a plastic bag with two bushings labeled BRC550 "D" Bushings. (Photo 2a) These are a two piece bushing that must be installed into each side of the main lever pivot hole where the lever mounts into your master cylinder. Insert these bushings as shown in photo 2b. Push

See other side for further instructions

INSTALLATION INSTRUCTIONS FOR PART # BRC550 (continued from other side)

them all the way in until they can not go in any further.

3 Choose the correct brake light tab. Included with your ASV brake lever is a plastic bag with three smaller plastic bags inside of it. One bag contains a long allen head screw for mounting your brake light tab. The two other bags contain brake light tabs; one for all European applications and one for all Yamaha applications. Photo 3a

Select the correct brake light tab and install it as shown in photo 3b using the supplied allen screw. It is highly recommended that you use a thread locking adhesive like loc-tite to secure the screw.

4 Included with your ASV lever is a small steel push shaft. Photo 4a This push shaft is ONLY for European applications; Ducati, Aprilia and KTM only. VERY IMPORTANT: DO NOT USE THIS PUSH SHAFT FOR ANY YAMAHA APPLICATIONS. YOU MUST USE THE STOCK YAMAHA PUSH SHAFT SUPPLIED WITH YOUR STOCK YAMAHA BRAKE SYSTEM. NOT DOING SO MAY CAUSE THE BRAKE SYSTEM TO MALFUNCTION. When installing this brake lever on a Ducati, Aprilia or KTM, please remove the stock push shaft and use the ASV supplied push shaft. Insert the push shaft into your master cylinder, through the round dust cover, as shown in photo 4b.

5 Carefully place the lever into the master cylinder while inserting the push shaft into the push shaft cup on your ASV lever as shown in photo 5 .

6 Align the lever and the master cylinder pivot bolt holes and install the main pivot bolt, (Photo 6) and tighten it until it is snug against the master cylinder. Do not over-tighten, as it could cause the lever to bind in the master cylinder.

7 Install the locknut onto the main pivot bolt and tighten. Use the 4mm allen wrench (or large flat screwdriver for Yamaha applications) to keep the main pivot bolt from turning while tightening the locknut. (Photo 7) Do not over-tighten the locknut as it can cause binding of the lever and master cylinder. Maximum torque on locknut should be five (5) foot lbs. or sixty (60) inch lbs.

After installation is complete, with the engine off and bike out of gear, apply the front brake several times to ensure it is functioning properly. You should hear the “clicking” sound of the brake light switch being activated each time you pull the brake lever in. There should be no drag and the front wheel should spin freely when brake is not engaged. With the Key in the “ON” position, your rear brake light should light up when the front brake is applied, and turn off when the brake lever is released. If something does not seem right, consult your mechanic or contact ASV technical support before riding your motorcycle.

IMPORTANT: Do not ride your motorcycle if there is any drag or the front wheel does not spin freely after installation.

