C/5 Sport Brake Lever Part# BRC560

Congratulations on your purchase of an ASV C/5 Sport Superbike racing 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.

ASV C/5 Sport front brake racing lever part number: BRC560 fits only the following Brake Master Cylinders:

Text

BREMBO RADIAL MASTER CYLINDER AFTER-MARKET RACING BRAKE SYSTEM

16 x 18 Radial Front Brake master Cylinder (Single Rotor, Supermoto / Dual Floating Rotor)

19 x 18 Radial Front Brake master Cylinder (Dual, Solid Rotor, Sportbike)

19 x 20 Radial Front Brake master Cylinder (Dual, Solid Rotor, Sportbike)

MAGURA RADIAL MASTER CYLINDER AFTER-MARKET RACING BRAKE SYSTEM

190 Radial Front Brake master Cylinder

Note: This ASV Lever system will allow you to set the ratio of your master cylinder with three options: 18mm, 19mm, or 20mm.

THIS BRAKE LEVER WILL ONLY FIT BREMBO or MAGURA AFTER-MARKET BRAKE MASTER CYLINDERS. THIS LEVER WILL NOT FIT ONTO ANY STOCK OEM FRONT BRAKE MASTER CYLINDER.

INSTALLATION INSTRUCTIONS FOR PART # BRC560

Tools and supplies needed: Flat Blade Screwdriver, ASV supplied roll pin removal tool, small hammer and a pair of pliers (Needle Nose).

1 To remove your stock lever, use a flat blade screwdriver to remove the clip attached to the main pivot bolt that holds the lever located on the underside of the master cylinder. (Photo 1a) Then remove the main pivot bolt as shown in Photo 1b.

2 Use the ASV supplied “Roll Pin Removal Tool” (photo 2a) and a small hammer to push out the roll pin located on the shaft of the reach adjust knob. (Photo 2b)

3 Use a flat blade screwdriver to unscrew the shaft of the reach adjust knob until it is completely out of the barrel attached to the stock lever. (Photo 3a) Now the lever can be completely removed from the master cylinder. (Photo 3b)

4 Included with your ASV lever are two different size pivot bushings: One is marked “Brembo” and one is marked “Magura” (Photo 4a). Choose the correct one for your system and install it into the ASV lever as shown. (Photo 4b)

5 You will now need to select which ratio you want to set your lever at. Included with your ASV lever are two barrels that offer 3 different ratios. (Photo 5a)

One of the two barrels has a center drilled and tapped hole and is for a 19mm ratio only. The other barrel has an offset drilled hole that is 18mm on one side and 20mm on the other side.

Your master cylinder should be stamped with a set of numbers. For example: 19 X 18. (Photo 5b)

The first number represents the piston diameter of the master cylinder. The second number after the “X” represents the ratio or distance from the pivot point of the lever to the center of the plunger rod (Threaded rod that has the reach adjust knob) If you want to match the ratio that was set for the stock lever you just removed, then you need to select the ASV supplied barrel with the corresponding number. Example: If you have a 19 X 18 Master cylinder you should select the barrel with the number 18. When the barrel you have chosen is installed correctly, you should be able to read the number when looking at it from the seat of the motorcycle. (Photo 5c)

If you want to change your ratio, then you need to select a different number from that of the number stamped on your master cylinder. It is recommended that you try different ratios to find the one that suits your preference. A lower number from stock will decrease the effort required to apply the brake and increase the amount of distance the lever must travel to actuate your brake system. A higher number will increase the effort and reduce the travel. If your master cylinder is an 18mm ratio you will be able to increase the ratio by 1 or 2 mm.

If your master cylinder is a 20mm ratio you will be able to decrease the ratio by 1 or 2 mm.

6 Once you have selected the ratio you want, slide the correct ratio barrel into the lever as shown in photo 6a. Then place the reach adjust shaft through the barrel and thread the shaft through the barrel with a flat head screwdriver as shown in Photo 6b.

7 Align the ASV lever pivot hole with the master cylinder pivot hole and insert the Main pivot pin as shown in Photo 7a. Re-install the clip that holds the main pivot pin in place as shown in Photo 7b.

8 To install the reach adjust knob back onto the reach adjust shaft, you have two options: A) You can re-install the supplied roll pin by aligning the hole in the knob with the hole in the shaft using the ASV roll pin tool. Then push the roll pin back through the aligned holes (Photo 8a). B) You can use the ASV supplied "Pin Clip" and insert it in place of the roll pin. Use the ASV "Roll Pin Tool" to align the holes of the knob and the adjustor shaft and push the clip through the holes. (photo 8b) Use a pair of needle nose pliers to push the clip all the way in as shown in Photo 8c.

Your ASV lever is now installed and ready for use.

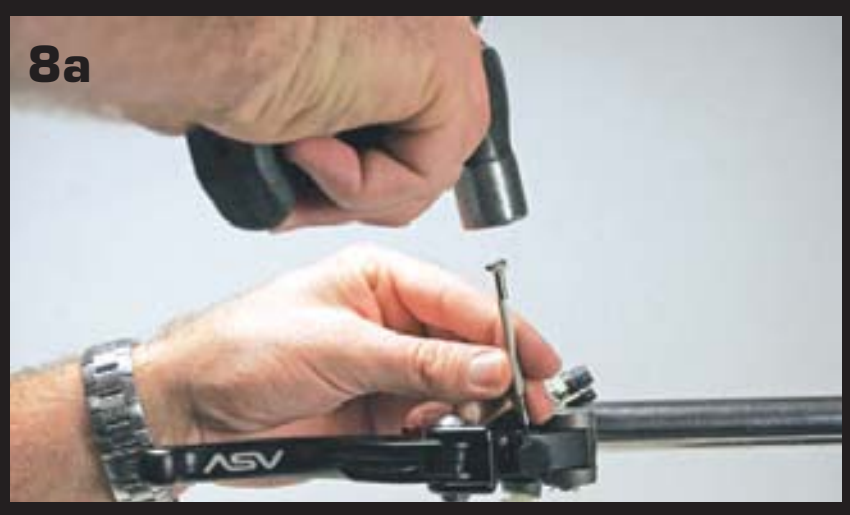
This application of the ASV C/5 Sport lever is not for street use. It is intended for closed course track riding or racing purposes only. There is no way for this ASV lever to operate a brake light switch. Which is required for street legal motor-cycles.


6a


6b


7a


7b


8a


8b


8c