Part# CRC510

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 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 Clutch Lever part number: CRC510 fits only the following Kawasaki motorcycles:
Please disregard any dashes or letters after this part number, (ex; CRC510-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.

HONDA	YEAR	PART#
CB 599 / CB600 Hornet	(98-06)	CRC510
CBR600 F2	(91-94)	CRC510
CBR600 F3	(95-98)	CRC510
CBR600 F4	(99-00)	CRC510
CBR600 F4i	(01-07)	CRC510
CBR 600RR	(03-06)	CRC510
CB 919	(02-06)	CRC510
CBR 900RR	(93-99)	CRC510
CBR 929RR	(00-01)	CRC510
Magna	(2002)	CRC510

If your motorcycle is not on this list, this part # CRC510 is not the correct part for your Motorcycle.

INSTALLATION INSTRUCTIONS FOR PART # CRC510

Tools and supplies needed: 1) 10mm wrench or socket, 1) Flat blade screwdriver.

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. Once the locknut is removed, leave the bolt in the lever / perch until step 3.

2 Turn the cable adjuster until it is all they way in as close to the perch as possible. Align the cable slot on the adjuster with the cable slot on the perch.

3 Pull the cable away from the perch to expose the inner-wire. You will need to pull very hard to do this. (No damage can occur as you will be simple engaging your clutch slightly while doing this) Guide the inner wire through the adjustor and perch. Then remove the cable barrel from the clutch lever to completely detach the cable from your clutch lever.

See other side for further instructions

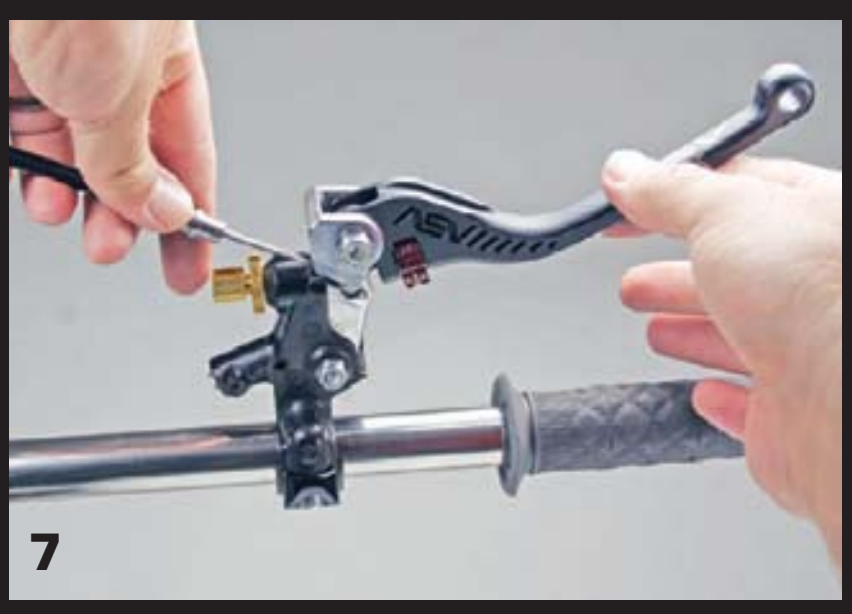
INSTALLATION INSTRUCTIONS FOR PART # CRC510 (continued from other side)

4 After you have the cable completely removed from the lever / perch, unscrew the main pivot bolt with the flat blade screwdriver and slide the bolt out of the perch. The lever will now completely detach from the perch.

5 Install your ASV lever Following instructions 1, 2, & 3 in reverse to re-attach your lever into the perch and to install your clutch cable into the lever / perch.

6 Install the locknut on the main pivot bolt and tighten using both the 10mm and the screwdriver. Do not over tighten the locknut as it can cause binding of the lever and clutch perch. Maximum torque on locknut should be five (5) foot-lbs. or sixty (60) inch-lbs.

7 Re-Install your clutch cable. Be sure to re-adjust your cable barrel to allow the correct tension on your clutch cable. Also, be sure to adjust the reach of your new ASV lever so that it fits your hand and engages your clutch properly.



After installation is complete, with the engine off and bike out of gear, apply the clutch several times to ensure it is functioning properly. There should be no drag or binding when the clutch lever is pulled. Next, With the Key in the “ON” position, your bike in gear, the starter should NOT start your bike. Now, with the clutch pulled in, your bike should start. If your bike does not start while it is in gear unless the clutch lever is pulled in, then your new ASV clutch lever is working correctly. If something does not seem right, consult your mechanic or contact ASV technical support before riding your motorcycle.

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