



ASV C/5 Sport Clutch Lever Part # CRC511

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. 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 Clutch Lever part number: CRC511 fits only the following Kawasaki motorcycles:

Please disregard any dashes or letters after this part number, (ex; CRC511-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)

| Kawasaki | YEAR | PART# |
|---------------------|---------|--------|
| ZX14 | (08-09) | CRC511 |
| ZG 1400 (Concourse) | (06-09) | CRC511 |

If your motorcycle is not on this list, this part # CRC511 is not the correct part for your Motorcycle.

INSTALLATION INSTRUCTIONS FOR PART # CRC511

Tools and supplies needed: 1) 10mm wrench or socket, 1 large flat-blade screwdriver, cleaning rag, lightweight grease (preferably a white lithium-type grease).

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, unscrew the main pivot bolt with a large flat-blade screwdriver. After the pivot bolt is removed, the lever will detach from the master cylinder. A plunger rod (Round rod with a larger ball on the end) may detach from the master cylinder. You will need to re-use this plunger rod when installing the ASV lever on your bike.

NOTE: Your ASV CRC511 Clutch lever does include an additional plunger rod in the package. This is only to be used if you require additional free play in your lever before activation of the clutch. This ASV clutch lever was engineered to use the stock plunger rod that came with your bike and when used is designed to reduce the free play in clutch activation to create a more responsive clutch action as well as allow additional inbound reach adjust while allowing full clutch engagement. If this is not desired, we recommend using the ASV supplied plunger rod.



See other side for further instructions

INSTALLATION INSTRUCTIONS FOR PART # CRC511 (continued from other side)

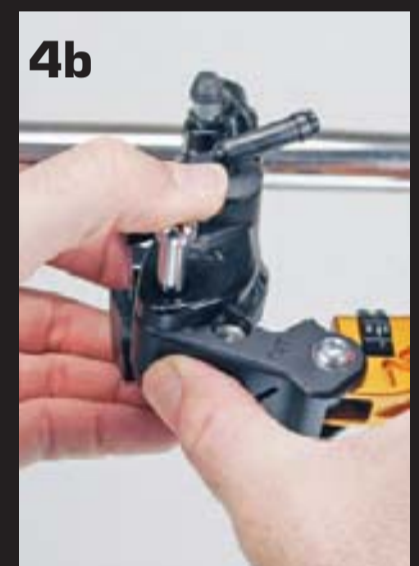
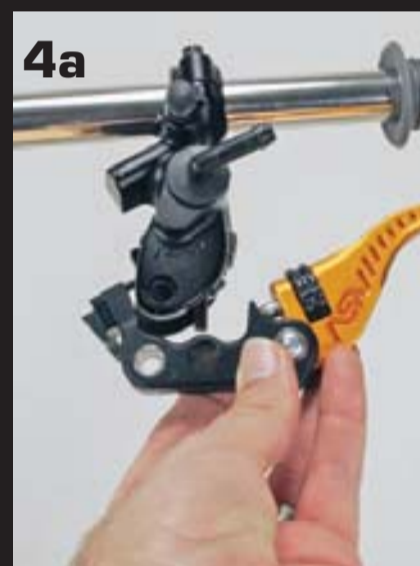
2 You will need to locate the ASV supplied plunger barrel to replace the one that was in your stock lever that can not be removed (Unless you have a special press) In the package with your ASV lever is a small plastic bag labeled "CRC511 PLUNGER BARREL" as shown in photo 2. This barrel is required for installation on all makes of motorcycles that this lever fits.



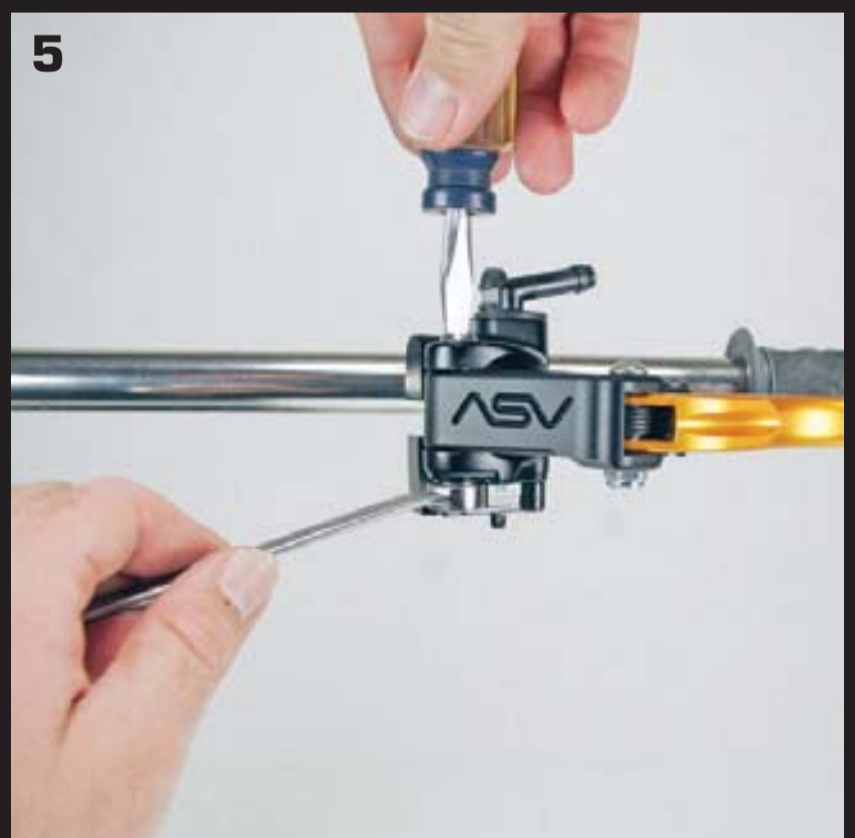
3 Insert the plunger barrel into the ASV lever as shown in photo 3. It is recommended to put a small amount of grease on the barrel before inserting it into the ASV lever. This will help the barrel to stay in position when installing the lever and also will help the lever operate more smoothly until broken in.



4 Carefully place the lever into the master cylinder while inserting the plunger rod into the barrel hole of the plunger barrel as shown. Install the main pivot bolt, 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.



5 Install the locknut onto the main pivot bolt and tighten. Use the flat-blade screwdriver to keep the main pivot bolt from turning while tightening the locknut. 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 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.

