



ASV Sport Street Bike Clutch Lever C/5 Part# CRC540 OR F3 Part# CRF340

Congratulations on your purchase of an ASV Sport Street bike 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 professional, 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 may not be the correct part for your motorcycle. The list below covers motorcycles up to the year 2020. If your motorcycle is a newer model than 2020 and this list shows your bike up to 2020, it is most likely your bike uses the same lever as a 2020.

This ASV Sport clutch lever fits the following motorcycles:

APRILIA	YEAR
RSV4	(09-20)
Tuono V4	(12-20)

HONDA	YEAR
CB 600F Hornet	(07-12)
CB 1000R	(18-20)
CBR 600RR	(03-20)
CBR 600F	(11-13)
CBR 954RR	(02-03)
CBR 1000RR	(08-20)

SUZUKI	YEAR
GSX-S 1000 F/ABS	(15-20)
GSXR 600 / 750	(06-20)
GSXR 1000	(05-06)
GSXR 1000	(09-20)

TRIUMPH	YEAR
America	(04-05)
Daytona 955i	(97-03)
Speed Triple	(97-03)
Sprint RS	(99-03)
Sprint ST	(97-03)
TT 600	(00-03)

TRIUMPH continued	YEAR
Speed Four	(03-04)

YAMAHA	YEAR
R6	(99-20)
R6S (USA Version)	(06-09)
R6S (Canadian)	(06-09)
R6S (European)	(06-07)
FZ6 / FZ6R / Fazer	(04-17)
FZ07	(14-20)
FZ8 / Fazer8	(11-20)
FZ09 / FJ09	(13-20)
FZ1 / Fazer	(01-15)
MT07 / MT09	(14-20)
SCR 950	(2017)
R1 / R1M / R1S	(99-20)
XJ6 Diversion	(09-16)
XSR 700 / 900 ABS	(16-20)
XV 950 Racer	(16-20)

If your motorcycle is not on this list, this part may not be the correct part for your motorcycle.

INSTALLATION INSTRUCTIONS

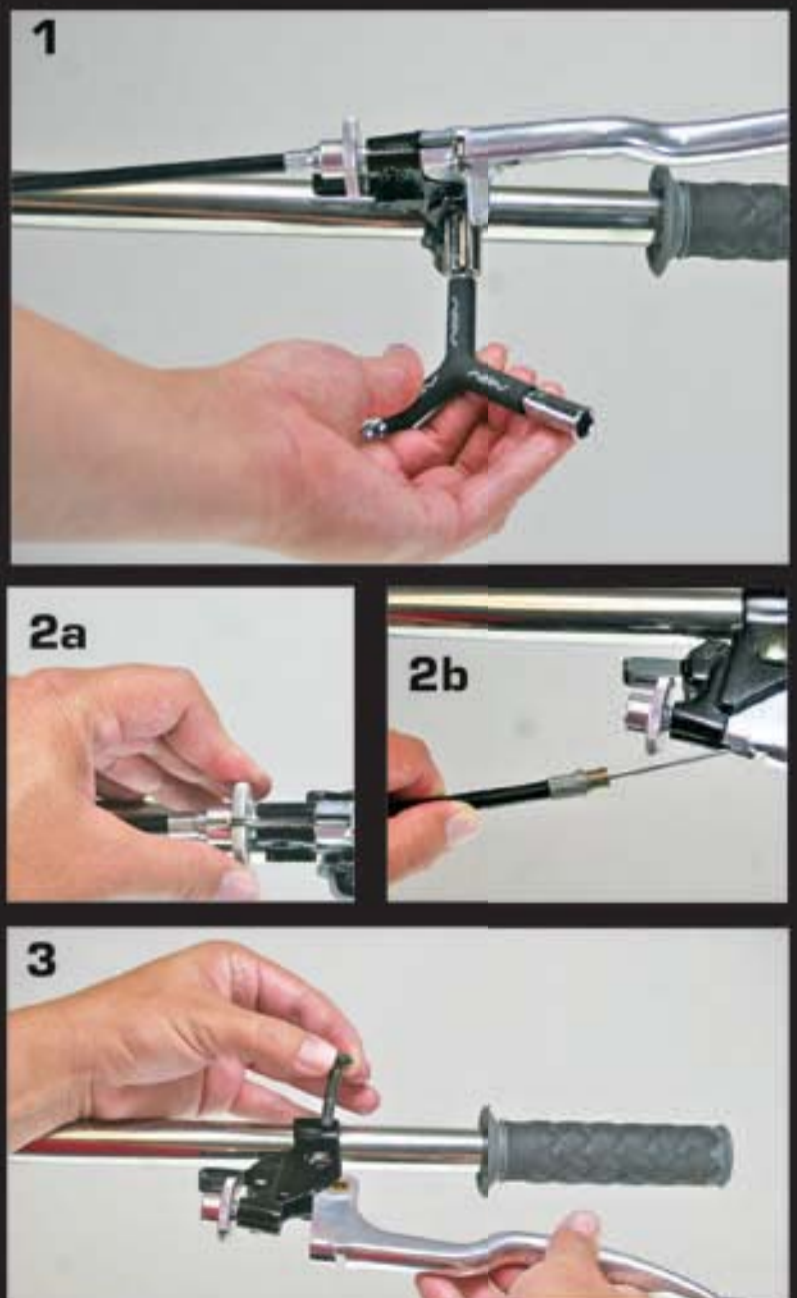
Tools and supplies needed: 1) 10mm wrench or socket, 1) 2.5 mm allen wrench. 1) Small rubber/plastic mallet (may be needed if your selected bushing does not slide into your lever by hand)

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

2 b) 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 simply engaging your clutch slightly while doing this) Guide the inner wire through the adjuster and perch. Then remove the cable barrel from the clutch lever to completely detach the cable from your clutch lever.

3 After you have the cable completely removed from the lever / perch, slide the main pivot bolt out of the perch. The lever will now completely detach from the perch.



See other side for further instructions

INSTALLATION INSTRUCTIONS (continued from other side)

4 Before you install your new ASV lever, you **MUST** choose the correct neutral kill switch tab to install. You will find in the package with this lever one plastic bag with three small bags inside of it. One bag has two Allen bolts. The other two bags have small black aluminum blocks (kill switch tabs) with labels on them. Part# CRC5401S is for all YAMAHA's, HONDA's and APRILIA's. Part# CRC5401L is for all SUZUKI Motorcycles. Triumph motorcycles do not require a tab for the neutral kill switch. Choose the correct tab for your bike and install it onto the lever as shown in photo 4b using the two allen head bolts provided. It is recommended that you use locktite or another type of bolt locker to insure these screws do not come loose. Be sure to tighten these screws as tight as you can without stripping them.

5 These two pictures show the correct position of each kill switch tab when installed correctly on your lever. Be sure your tab is installed as shown in these photos. If you are using this clutch lever on a race or track bike, you can choose not to install a neutral kill switch tab. This will enable you motorcycle to start without having to have the clutch pulled in. Please be advised that on some Suzuki GSXR's removing this function will reduce the maximum RPM's allowed by the engine ignition system.

6 Before you install your new ASV lever, you **MUST** also choose the correct main pivot bolt bushing. You will find in the package with this lever another plastic bag with three small bags inside of it. (Photo 6a) One bag has a bushing labeled with part# CRC540-AS. This bushing is for all Suzuki, Yamaha & Aprilia models (and some early Honda's) that this clutch lever fits. The second bag with a bushing labeled with part# CRC540-BL is for all late model Honda's and a third bag labeled with part # CRC540-SB which contains two large bushings for all Triumph models. Choose the correct bushing(s) for your bike (Check the fit between the bushing and your main perch pivot bolt that you removed) and install it onto the lever as shown in photo 6b (single bushing) or photo 6c (Triumph double bushing) by pressing it into the large hole at the bottom of your lever. It should be a slide fit that you can do with your fingers. In some cases you may need to tap the bushing into place with a small rubber/plastic mallet. If you don't have a mallet, a small piece of wood placed on top of the bushing will allow you to lightly use a hammer to tap the bushing into place.

7 Once your correct tab and bushing are installed, your lever is ready to be installed back into your perch. Follow instructions 1, 2, & 3 in reverse to re-attach your lever into the perch and to install your clutch cable into the lever / perch. Install the locknut onto the main pivot bolt and tighten. 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.



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.

IMPORTANT: Be sure to adjust the reach of your lever to fit your hand properly, yet still allow enough movement to properly engage your clutch.