



BOSS BLADES with ADJUSTABLE CLUTCH LEVER

1080

PARTS INCLUDED

- 1 Brake Lever with Bushing
- 1 Adjustable Clutch Lever with Bushing and Anti-Rattle Clip
- 1 Tube of Grease
- 3 Replacement Flat Socket Head Cap Screws for Cable Cover on Clutch Lever
- 1 Installation Instructions

Please read and understand entire instructions before starting installation.

THANK YOU FOR CHOOSING KÜRYAKYN!

IN ORDER TO PROTECT YOU AND OTHERS FROM POSSIBLE INJURY AND/OR PROPERTY DAMAGE OR LOSS, PLEASE PAY CLOSE ATTENTION TO ALL INSTRUCTIONS, WARNINGS, CAUTIONS AND NOTICES REGARDING THE USE AND CARE OF THIS PRODUCT.

WARNING

THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.

NOTICE

This indication alerts you to the fact that ignoring the contents described herein may negatively affect product performance and functionality.

NOTICE

IF INSTALLING THIS PRODUCT FOR ANOTHER PARTY, PLEASE MAKE SURE THEY RECEIVE THIS COPY OF THE INSTALLATION INSTRUCTIONS SO THEY ARE AWARE OF THE IMPORTANT INFORMATION CONTAINED IN THEM.

TOOLS SUGGESTED

Snap Ring Pliers, Set of Combination Wrenches, Set of Hex Wrenches, Set of Torx Wrenches

STRICTLY OBSERVE THE FOLLOWING GUIDELINES IN ORDER TO USE THE PRODUCT PROPERLY AND AVOID POTENTIALLY DANGEROUS ACCIDENTS.

STEP 1

Read and understand all steps in the instructions before starting the installation. Park the motorcycle on a hard, level surface and turn off the ignition.

WARNING

A FACTORY SERVICE MANUAL WILL BE HELPFUL IN PERFORMING THIS INSTALLATION. DO NOT ATTEMPT TO PERFORM THIS INSTALLATION IF YOU ARE NOT CONFIDENT IN YOUR ABILITY TO COMPLETE ALL OF THE STEPS IN THE PROCEDURE; CONSULT A TRAINED TECHNICIAN. IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.

NOTICE

Avoid damage to the motorcycle. Protect painted surfaces with a soft cloth or blanket.

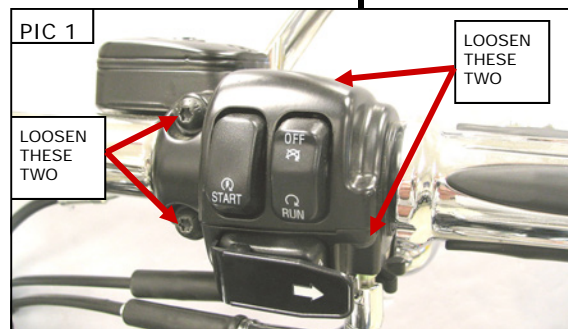
STEP 2

With your snap ring pliers, remove and retain the snap rings located on the bottom of each lever pivot pin. Remove both pivot pins.

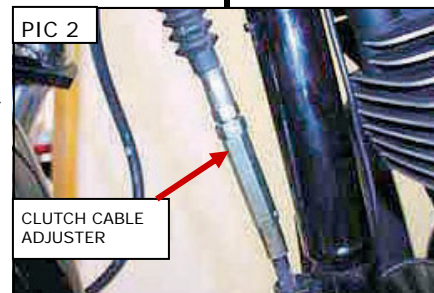
-cont.-

BRAKE SIDE

STEP 3 Loosen the screws that secure the switch housing, as well as the clamp as shown in PIC. 1; **do not remove them.**



STEP 4 Refer to the service manual for steps to ensure the brake light switch is not damaged before carefully removing the brake lever from the master cylinder assembly. Remove the OEM nylon pin bushing from the lever. Place a small amount of grease on the pivot pin. Insert the OEM nylon bushing in place in the lever and place the lever into the master cylinder — **DO NOT FORCE IT!** If it does not go in with ease, make sure the thin tab on the brake lever is positioned at the end of the master cylinder plunger. When the pivot pin can be inserted easily through the master cylinder housing and the lever it is positioned correctly. Tighten the screws that were loosened in STEP 3. Gently squeeze the brake control a few times to ensure proper operation. Replace the snap ring on the pivot pin. Squeeze brake lever, with the key in the ON position, to test for correct brake light function.



⚠ WARNING CHECK BRAKE LIGHT FUNCTION BEFORE OPERATING THE MOTORCYCLE.



⚠ WARNING AS A SAFETY PRECAUTION, WE RECOMMEND TESTING TO BE CERTAIN THE FRONT BRAKE IS NOT DRAGGING. TO DO THIS YOU MAY NEED THE HELP OF A FRIEND. WITH A SMALL JACK OR LIFT, ELEVATE THE FRONT WHEEL OFF THE GROUND. SPIN THE FRONT WHEEL; IT SHOULD SPIN FREELY FOR A COUPLE OF REVOLUTIONS. IF IT MOVES WITH NOTICEABLE RESISTANCE OR SEEMS TO STICK OR BIND, THE BRAKES ARE DRAGGING AND ONE SHOULD GO BACK AND REVIEW THE INSTALLATION TO DETERMINE THE CAUSE OF THIS BRAKE DRAG BEFORE THE MOTORCYCLE IS OPERATED.



CLUTCH SIDE

STEP 1 Loosen the clutch cable adjuster PIC 2 so the maximum amount of slack is attained. (Refer to the picture sequence.) Pull the cable housing as far out of the clutch perch as possible PIC 3 and rotate the cable and housing away from the handlebar PIC 4. The lever may now be pulled free of the perch PIC 5. Slide the nylon cable anchor out of the stock lever freeing the cable. Remove the OEM nylon pin bushing from the lever. (Now is a good time to lube your clutch cable. With supplied grease, lube the clutch cable at the point where the cable exits the housing.) see PIC 3.



STEP 2 Use a 1/16" Hex Wrench to remove the three Hex screws that hold the top cover to the bottom of the lever assembly. PIC 6

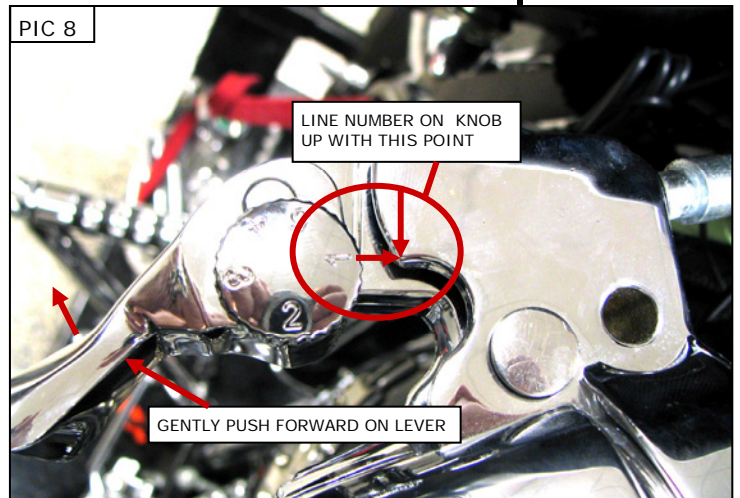
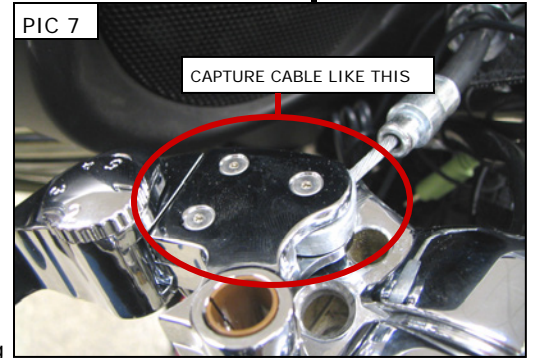
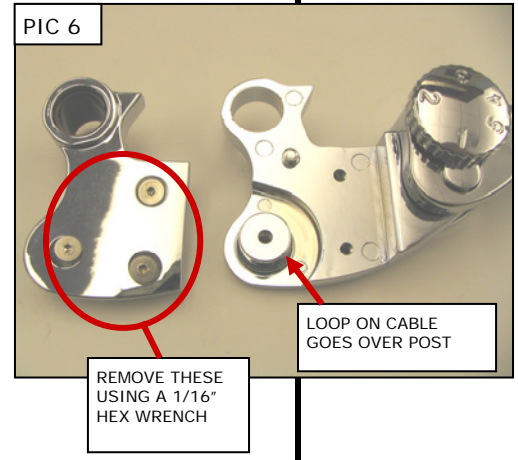
STEP 3 Place the loop of the clutch cable over the post on the lever assembly and reinstall the top cover with the three Hex screws. PIC 7 The cable hoop should move freely on the post.

NOTE: We have included three replacement screws in case any are lost or damaged. Please retain these for future use.

STEP 4 Insert the OEM nylon bushing in place in the lever. Reassemble in reverse order of disassembly. Apply a small amount of grease to the pivot pin. Replace the snap ring on the pivot pin. Adjust the clutch cable so there is about 1/8" of free play in the lever. Tighten the adjuster locknut (easy, or you can break the adjuster!) Replace the rubber boot or cover over the adjuster.

OPERATION OF ADJUSTMENT KNOB

Gently push out on the clutch lever, toward the front of the bike, and using the clutch perch as a reference, turn the knob. PIC 8 A higher number will increase the distance the lever is moved away from the handle bars. 5 equals furthest distance from bars 1 equals closest setting to the bars.



WARNING IT IS THE INSTALLERS RESPONSIBILITY TO ENSURE THAT CLUTCH LEVER ADJUSTMENT POSITION STILL ALLOWS COMPLETE CLUTCH DISENGAGEMENT. THE DIAMETER OF STOCK AND AFTERMARKET GRIPS VARIES CONSIDERABLY AND WILL AFFECT LEVER OPERATION AND ADJUSTMENT.

NOTICE It is the installer's responsibility to ensure that all of the fasteners (including pre-assembled) are tightened before operation of the motorcycle. Kuryakyn will not provide warranty coverage on products or components lost due to improper installation or lack of maintenance. Periodic inspection and maintenance are required on all fasteners.