

Installation Instructions:

1. Remove the stock clutch lever pivot bolt and return spring.
2. Save these parts for your buddy's bike for when he breaks his stock lever. The return spring is replaced by the Lever Stop Bolt.
3. Lubricate the Pivot Bushing and Bolt, and the Pivot Link with white lithium grease or similar.
4. Insure the push rod from the master cylinder is correctly inserted into the Pivot Link as shown.
5. Reinstall the Pivot Bolt through the master cylinder housing and the MME Clutch Lever. **When you have difficulty installing the pivot bolt**, first make sure the push rod is centered on the piston. Second, make sure the disengagement adjustment is not turned in too far. Third, make sure the lever stop adjustment is turned all the way in. If the difficulty persists, remove the lever stop adjustment bolt and reinstall after the lever is mounted to the master cylinder.

Adjustment Instructions:

1. First, warm up the bike well. YOU CAN'T ADJUST THE ENGAGEMENT PROPERLY WITH A COLD BIKE ON A STAND. A COLD CLUTCH WILL DRAG AND CAUSE POOR ADJUSTMENT. FINE TUNE ALL ADJUSTMENTS WITH THE BIKE ON THE GROUND WITH A RIDER IN THE SEAT.
2. Second, adjust the set screw in the Pivot Link so the clutch is disengaged when the lever is squeezed tight to the handlebar. Turning the set screw "Righty Tighty" will increase the distance the clutch plates separate. The goal is to minimize lever reach distance by setting the engagement to begin as soon as the lever is released from the fully squeezed position tight to the bar.
3. Third, adjust the lever stop position with the button head screw in the lever. The clutch must be fully engaged when the lever is released but there is no need for "free play". This just increases the reach distance to operate the clutch. Turning the set screw "Lefty Loosey" will decrease the reach distance.
4. Use Loctite or similar on both adjustment fasteners.

