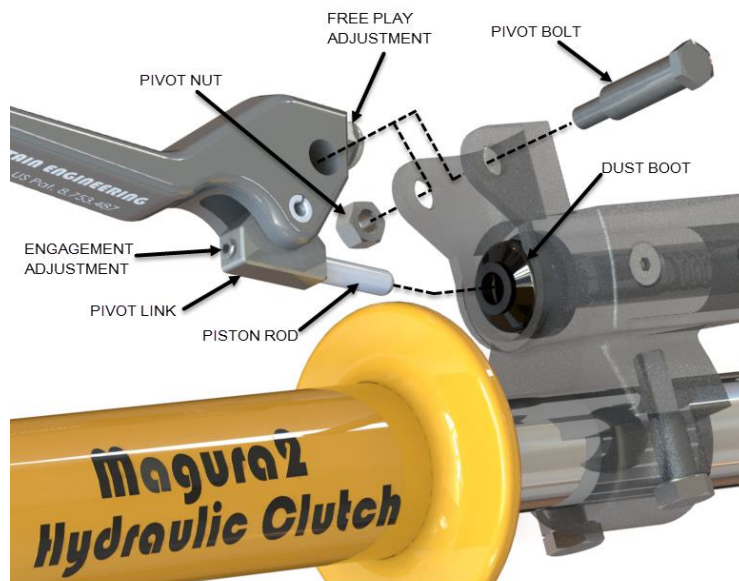


### Installation Instructions:

1. Remove the pivot bolt and stock clutch lever. Save to use on your buddy's bike for when he breaks his stock lever.
2. Lubricate the Pivot Bolt, and the Pivot Link with white lithium grease or similar.
3. Insure the push rod from the master cylinder is correctly inserted into the Pivot Link as shown.
4. Reinstall the Pivot Bolt through the master cylinder housing and the MME Clutch Lever.



### Adjustment Instructions:

1. Warm up the bike to operating temperature. 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. 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 Tightly" will disengage the clutch more. **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. Adjust the lever stop position with the button head screw in the lever. Turn the stop bolt until the piston rod is snug against the piston. There is no need for "free play". This just increases the reach distance to operate the clutch, but do not apply pressure to the piston with this adjustment or your clutch could slip under heavy load.
4. Use Loctite or similar on both adjustment fasteners.