



ASV Sport Street Bike Clutch Lever C/5 Part# CRC570 OR F3 Part# CRF370

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 2017. If your motorcycle is a newer model than 2017 and this list shows your bike up to 2017, it is most likely your bike uses the same lever as a 2017. Please contact ASV Inventions customer service to confirm your motorcycle if it is not on this list:

USA Toll-Free (877) 278-7000 • Int. (714) 861-1400 or TechSupport@asvinventions.com

This ASV Sport clutch lever fits the following motorcycles:

BMW	YEAR
S100OR	(10-17)
S100ORR	(10-17)
S1000XR	(10-17)

If your motorcycle is not on this list, this part may not be the correct part for your motorcycle. For any questions regarding correct application for your motorcycle, please contact ASV Inventions at:

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or TechSupport@asvinventions.com**

INSTALLATION INSTRUCTIONS

Tools and supplies needed:

- 1 - 10mm wrench or socket
- 2 (2012-2017 Models) 1- T25 Torx male driver
- 3) 1 - T27 Torx male driver
- 4) 1 - T2 Torx male screw driver
- 5) 1 - 1.5mm allen wrench.
- 6) 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, first loosen the perch clamp bolt with the Torx T27 male driver to allow the perch to rotate for better access to the main lever pivot bolt. (Photo 1) Next, 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. (Photo 2)

2 Use the Torx T25 Male driver and a 10mm wrench to remove the main lever pivot bolt and locknut attached to the main pivot bolt that holds the lever. (Photo 3) Once the main pivot bolt and locknut are removed, you can remove the lever (While the cable is still attached) and once the lever is out of the perch, you can remove the clutch cable from the lever. (Photo 4)



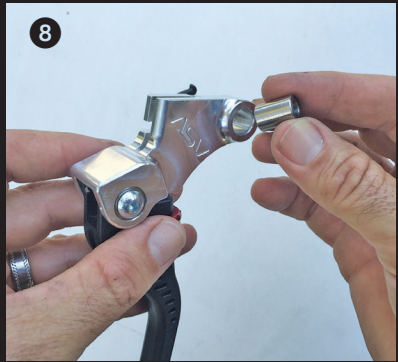
INSTALLATION INSTRUCTIONS (continued from other side)

3 Before you install your new ASV lever, you **MUST** remove the black plastic neutral kill switch actuator tab from the stock lever, using the Torx T2 screwdriver (photo 5).

Take the black plastic neutral kill actuator tab and install it onto the ASV lever at the end of the large neutral kill switch base in the correct orientation as shown in photo 6. This picture shows the correct position of the OEM BMW black plastic neutral kill switch actuator tab when installed correctly on your ASV lever. Be sure your actuator tab is installed as shown in photo 6. Using the ASV supplied allen head cap screw, tighten it with a 1.5mm allen wrench as shown in photo 7. Be sure to tighten this screw as tight as you can without stripping it.

4 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 two small bags inside of it. One bag has a bushing labeled with part# CR40-S (Small Hole Bushing all 2010-2011 models) and one labeled CR40-L (Large Hole Bushing all 2012-2017 models). Choose the correct bushing for your bike (Check the fit between the bushing and your main perch pivot bolt that you removed to confirm the correct bushing to use. Your main lever/perch bolt and the correct bushing should have a snug fit with little to no play that allows the bolt to spin freely in the pivot) and install it onto the lever as shown in photo 8. 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.

5 Once your black plastic BMW OEM neutral kill tab actuator and correct bushing that matches your main lever pivot bolt 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. Be very careful to make sure the neutral kill switch actuator is aligned properly up against the two metal switches on the perch as they were with the stock lever (Photo 7) 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.

ASV®

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