



Off-Road Brake & Clutch Install Guide

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Tools needed:

- 1x 8mm or 10mm wrench (sometimes both)
- 1x hex key set
- 1x Philips screwdriver

Hydraulic Clutch or Brake (levers w/ master cylinder reservoir)

1. Unbolt and remove the stock lever from the master cylinder.
2. Use the stock bolts for reinstallation.
For brake, you will not need the OEM return spring.
For clutch, remove the plunger rod on the OEM master cylinder.
3. Place the ASV lever into the master cylinder and bolt into place using the stock bolt. It should be just tight enough to secure. If the lever has difficulty moving, loosen the bolt.

Cable Operated Clutch or Brake

Lever Only

1. Unbolt the stock lever and loosen the perch mount.
2. Swivel the perch mount so that the lever is upside down, exposing the cable barrel.
3. Use the cable adjust dial to loosen the cable as much as possible.
4. Use a screwdriver to feed the cable through the slots and remove the cable barrel from the lever.
5. Place the cable barrel into the ASV lever and bolt the ASV lever onto the perch.
6. Use the cable adjust to tighten the cable. Leave enough cable so that a coin can fit between the lever and perch.

Lever with perch

Note: If your bike has electric start, installing any aftermarket clutch perch will require you to also bypass your neutral start switch. Please see "Neutral start switch bypass" for more info.

1. Loosen the perch mount.
2. Swivel the perch mount so that the lever is upside down, exposing the cable barrel.
3. Use the cable adjust dial to loosen the cable as much as possible.
4. Use a screwdriver to feed the cable through the slots and remove the cable barrel from the lever.
If your bike has a hotstart cable, use the same technique to remove the hotstart cable.
5. Unbolt and remove the perch assembly. You may have to remove the grips
6. Re-install the cable(s) onto the ASV perch and bolt the perch to the handlebar.
7. Use the cable adjust to tighten the clutch cable. Leave enough space so that a coin can fit between the lever and perch.

Neutral start switch bypass.

The neutral start switch is what prevents the bike from starting without having the clutch engaged. It consists of a switch box on the OEM perch and a wire that travels down to the engine starter. Because the ASV perch was designed to be as universal as possible, it does not support this feature. Therefore, to use the ASV perch, you will need to bypass the switch to allow your bike to start.

1. Disconnect the neutral start wire from the OEM clutch perch.
2. Follow the wire down to where it connects to the starter wiring harness. You may need to remove some of the bike plastic to reach the starter wiring harness.
3. Disconnect the neutral start wire from the starter wiring harness.
4. Reconnect the two wires from the starter wiring harness to each other.
5. Discard the neutral start wire

Troubleshooting

Lever doesn't fit the master cylinder

- Check your packaging, invoice, and lever to make sure you received the correct product you ordered.
- Check your master cylinder to ensure that it is the original master cylinder for your bike.

Lever is too far / too close

- Use the reach adjustment on the lever to set the lever to your comfort and performance.

Lever is engaging the clutch or brake without input

- Check the lever bolt to see if it's too tight.
- Make sure the brake is using ASV supplied plunger rod.
- Make sure the clutch is using the ASV supplied plunger rod.

Cable is very loose

- There should only be enough slack to fit a coin between the lever and the perch.
- Use the cable adjuster on the perch to extend the cable to reduce slack.
- Check your bike/quad for a cable adjuster where the clutch cable connects to the engine. This can also be adjusted to reduce slack.
- ASV offers "Barrel Extenders" which can be inserted into the ASV perch to reduce slack. Please contact ASV Inventions directly if you think you need a set of barrel extenders, and we will provide you a set at no cost.

Lever is interfering with other parts on the bike.

- If the lever is hitting the electronic controls, ASV offers a perch spacer for free that will extend your perch away from your electronic controls.
- If your lever is hitting the OEM handguards, you will need to replace your OEM handguards with larger ones.