

Please read carefully before the installation. And also please keep this manual until scrapping this product.

COMMON SPECIFICATIONS

■ Features

- ★ Variable lever ratio
 - ★ Folding lever blade
 - ★ Quick release handlebar clamp
 - ★ Built-in bearing
- Unique variable lever ratio control system (selectable from 32 and 34mm)
It reduces the damage on the perch when tipping over.
Quick and safe release system just by loosening one bolt.
Built-in bearing at the lever pivot makes smooth movement

■ Specifications

Available handlebar diameter	: 22.2mm (not available for 1"[25.4mm] handlebar)
Lever ratio	: 28 and 30mm (the distance between lever pivot bolt center and cable drum center)
Available cable drum diameter	: 8mm
Available cable outer sleeve end diameter	: 8mm
Lever travel adjustment	: 15 steps
Clutch switch	: 2-wire push switch built-in
Material	: Billet aluminum
Weight	: Approx. 260g (with standard handlebar clamp, without switch)

■ Product line

STD LEVER	SHORT LEVER	Color (Perch / Lever)	Lever ratio	Clamp type
29000122	29000126	Black / Black	28/30mm	Standard
29000123	29000127			Rear-view mirror
29000124	29000128	Brown / Black		Standard
29000125	29000129			Rear-view mirror

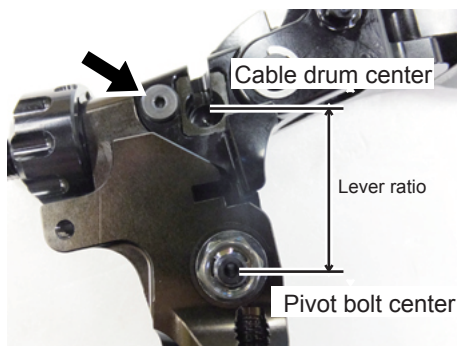
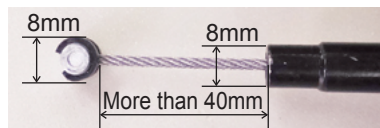
32/34mm

※ Rear-view mirror mount thread size : M10xP1.25/CW

⚠ PRECAUTIONS

■ Basic installation precautions

- Available cable drum diameter : 8mm
- Available cable outer sleeve end diameter : 8mm
- Needed cable freeplay : more than 40mm in fully pulled



● Lever ratio change

- 1) Remove throttle cable from the lever, and loosen & remove the bolt at the back side of the lever
* Mind not to drop off the cable drum
- 2) Place the cutout to outside direction and insert the cable drum

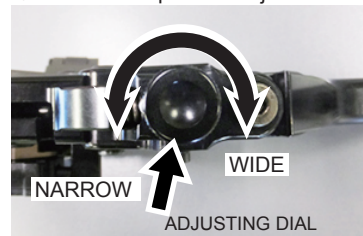


- 3) Fix the cable drum with the bolt
- 4) Place throttle cable and adjust the freeplay

○ Useful information

The original lever ratio is 30mm;
Choose 28mm lever ratio, the lever gripping force becomes slightly lighter and increases the lever travel

● Lever blade position adjustment



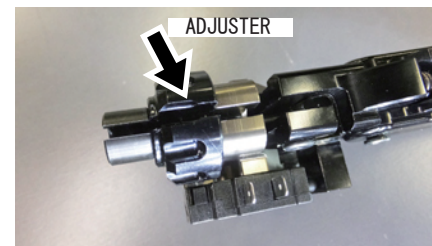
- ① Adjust the lever position as it works properly (Turn the adjusting dial)
clockwise : wider the lever gets wider distance
counterclockwise : narrower the lever gets narrower distance
- ② By actually gripping the lever, find the best position to operate.
Do not adjust the lever too wider or too narrower.

⚠ **WARNING** Make sure to check below each time adjusting the lever position

- ★ When adjusted the lever narrower
Check if your finger(s) is not squeezed and/or the clutch is fully declutched.
- ★ When adjusted the lever wider
Check if the lever does not hit on any part of the bike when the steering fully moving right and left.

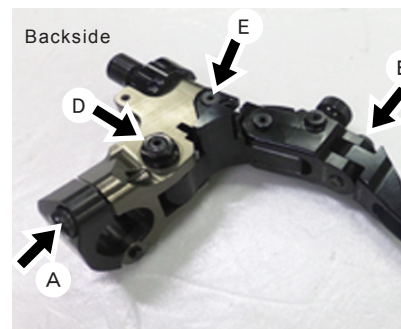
⚠ ATTENTION

Travel range of the lever sets up wider than the original. When using the range out of the original (black part on the left fig.), make sure to check the warning and precautions, and confirm the available operation range by the user's own.



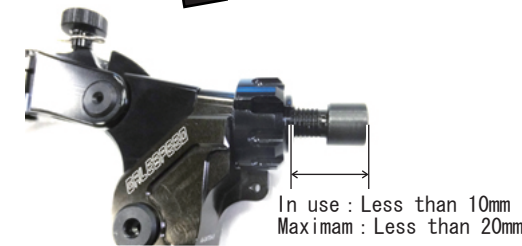
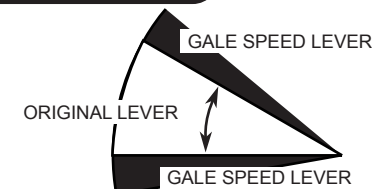
⚠ ATTENTION

Do not use with the cutout of the cable freeplay dial and the cutout of the perch body being in line.
Otherwise, the throttle cable may come off from the perch.



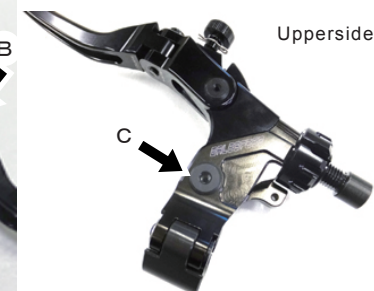
○ Tightening torque

- A : Handlebar clamp : 12Nm
- B : Lever blade folding part : 12Nm
- C : Pivot bolt : 1.0Nm
- D : Pivot nut : 6Nm
- E : Cable drum fixing bolt : 1.0Nm



⚠ ATTENTION

Arrange the adjuster length should be less than 10mm by the engine side.
Do not eject the adjuster more than 20mm.



⚠ CAUTION

Strictly follow the tightening torque.
Excessive tightening torque may cause the breakage.
Or insufficient tightening torque may cause the slack.

* Wire connection of clutch switch for Kawasaki motorcycles (3-wire connection)
Connect both ends' wires of Kawasaki's 3-pin original coupler on the built-in switch.
ATTENTION : The engine starts only by being declutched, even the gear position is in neutral.
(The engine will not start as long as the clutch is not declutched)

WARNING

- Check the clutch is fully declutched and any contact on any motorcycle parts, when the lever blade travel is changed.
- Depends on the motorcycle, the lever blade travel and/or the clutch feeling may be different from the original, because of the difference of the lever ratio.
Please drive carefully until you get used to it.
- A part of the components is made in steel. Depends on the situation and/or the usage (high temperature and humidity, chloride damage and etc.), corrosion may occur.
To prevent from such damage, apply antirust in advance and periodically.

CAUTION

- During the engine is running and for a while after the engine stopped, the engine and the exhaust system get extremely hot. Make sure to proceed the work after these are completely cold, and do not let other people than the worker touch it. (It may suffer a burn)
- The installation of this product is aimed at the personnel who has skill and knowledge. We advise you to leave the installation to a qualified shop or certified workshop.
- Tighten each bolt and nut in the specified tightening torque, by referring the service manual. And do the periodical check on each part.
- Make sure to be the motorcycle stable with a maintenance stand at a flat space during installation.
- Available handlebar diameter is 22,2mm. The product can not fix on other than 22,2mm handlebar.
- Available thread for the rear-view mirror mount is M10 x P1.25, clockwise.
- We are not responsible for any loss or damage caused by modifying the product at the end-user's side, or other than the product.
- After finishing the installation, check each function works correctly before riding every time.
- Tighten again all the bolts and nuts of the product with the specific tightening torque after running about 100kms. And check each part in every 500kms.
- In case any troubles are found during riding, park the motorcycle at a safety place immediately and check the part where the trouble is found.

This contents is as of Jan., 2014.

If any questions regarding our products, please feel free to contact us or your local dealers.



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