

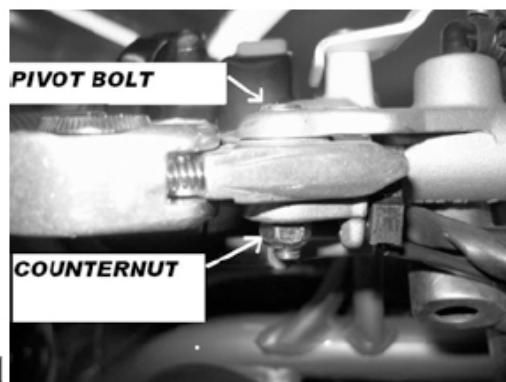
Start with the brake lever.

1. Remove the 10mm counter-nut on the master cylinder pivot bolt. (underneath). (See pic. 1)  
Then remove the pivot bolt, releasing the stock lever. Remove the bushing from the stock lever. (See pic. 2)  
Apply grease to the pivot bolt, the bushing and the contact areas of the lever and master cylinder.
2. Install the bushing into the Pazzo lever and install the lever into the master cylinder in the reverse order of removal. TIP: Putting the adjuster tab on position # 6 makes the install easier. (VERY IMPORTANT ) Don't forget to reinstall the 10mm counter-nut onto the pivot bolt, from underneath. Do not over-tighten, make sure the lever springs back freely.

Now the clutch lever, it's a bit tricky.

1. Remove the 10mm counter-nut on the master cylinder pivot bolt. (underneath).  
Then remove the pivot bolt, releasing the stock lever. (The same procedure as the Brake lever removal.)
2. Carefully measure the distance from the tip of the actuating pin to the backside of the bushing (see pic. 3 ) Write down this measurement.
3. With a 1.5mm allen key, loosen the set-screw in the underside of the bushing and (with a small screwdriver) remove the actuating pin, releasing the bushing. (see pic. 4) Grease the bushing. Install the bushing in the Pazzo clutch lever, then reinstall the actuating pin into the bushing, to the same exact measurement you recorded before removing it. Retighten the set-screw.
4. Apply grease to the pivot bolt, and the contact areas of the lever and master cylinder  
Install the Pazzo clutch lever in the reverse order of removal of the stock lever.  
(VERY IMPORTANT) Don't forget to reinstall the 10mm counter-nut on the pivot bolt (underneath). (see pic. 5)  
Do not over-tighten, make sure the lever springs back freely

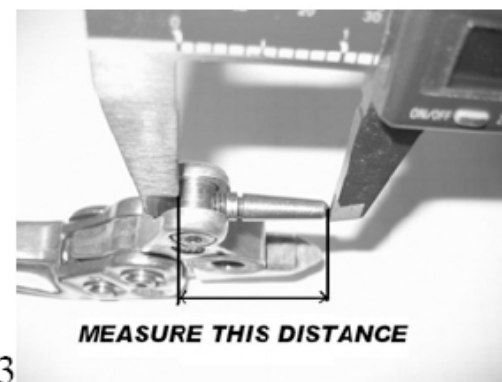
This lever(s) should not be used on any motorcycle, or in any application, other than specified. Doing so could result in serious bodily injury, a crash, and/or equipment damage. This lever(s) should be installed by a certified mechanic or qualified technician. They are intended for closed course race applications only



Pic.1



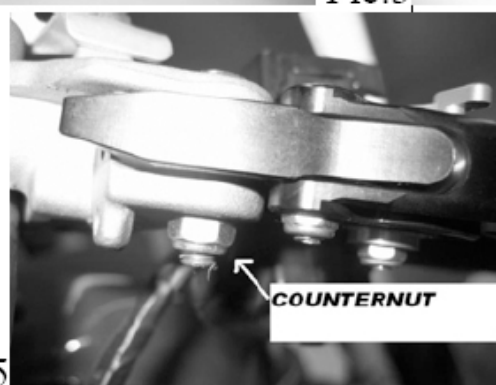
Pic.2



Pic.3



Pic.4



Pic.5