

32-412i CLUTCH POWERLEVER INSTRUCTIONS



- Remove the lever cover, pivot bolt and locknut, lever, plunger and return spring.
- The three Flip Chip's provided offer six different ratios ranging from soft (#14) to hard (#19). **Figure 1.**
- **Flip Chip Selection:** We recommend you start with the #16 ratio and tune from there.
- Loosen the set screw locknut and back out the set screw just enough so that it doesn't protrude into the pocket machined in the lever. Insert your selected Flip Chip into the pocket in the lever. Be certain to position the selected ratio # so it is closest to the pivot bolt. **Figure 2.**
- Apply a light coat of grease to both ends of the ARC plunger and the ARC pivot bolt sleeve's exterior.
- Insert the ARC plunger's straight end into the master cylinder. The ball end will mate into Flip Chip. Pull the plunger rubber into the groove on the ARC plunger.
- Install the ARC lever with provided pivot bolt and sleeve. Install the stock locknut and torque both fasteners to OEM spec.



Note-DO NOT use the stock return spring.

- **Adjust Freeplay:** Pull in the lever three times to confirm the Flip Chip is seated. Adjust the freeplay set screw so that you have a 1/32" gap (thickness of a piece of paper) between the lever stop and the master cylinder. Tighten the freeplay set screw lock nut. **Figure 3 and Figure 4.**

Pull in the lever three times and check to confirm you still have the required 1/32" freeplay. Readjust if necessary.

Note-Repeat freeplay adjustment any time you change Flip Chips.

- Adjust switches on the bars and trim the grip's flange to allow maximum room for lever travel. **Figure 5.**
- Adjust lever position so clutch is completely disengaged with the lever sitting just off of the outer fingers. **Figure 6.**
- Reinstall lever cover and check for restriction. If ANY restrictions are present trim cover to eliminate.

Note-Regardless of Flip Chip selected or Bar positioning, the clutch must be fully disengaged with the lever slightly off the two outer fingers. Otherwise, excessive drag / heat could occur and result in premature clutch failure.

