

Installation Instructions for /2 and /5 Models

1. On the clutch lever housing at the handlebar end, loosen the locknut on the cable adjuster. Screw the adjuster in until only a few threads remain.

2. Back out the adjuster bolt by three or four turns after loosening the lock nut on the clutch arm.

3. Take the cable out of the arm and pull the end in the direction of the right foot peg at an angle. Measure back about 102mm from the free end of the cable for the **/5 models**, then cut. Make sure you cut the cable cleanly by using side cutters that are sharp.

To cut the cable for the **pre 1970's models**, measure backwards about 73mm from the free end. Retain the detachable cable barrel from the severed section of cable.

Crucial! In the two pictures, observe how the chain and its associated bracket (**G**) are oriented with respect to the pulley block (**F**). They're not the same. It is necessary to align the chain and bracket with the pulley on your bike, whether it is a pre-1970's & /5 or a /6 & /7.

To swap the orientation of the bracket simply remove the circlip that secures the pivot pin and chain roller into the pulley block (**F**), turn the chain over and refit.

4. Loosen the three socket head screws (**E**) in the brass terminal end of the easy clutch using the Allen wrench provided.

Tighten the three screws after inserting the cable's cut end into the brass end.

TIP: The brass terminal on your cable might fit snugly. Push the cable into the brass terminal and twist it clockwise to make sure the cable bottoms out completely.

5. Tighten the locknut (**C**) on the easy clutch's pulley block. From the pulley block (**F**), remove the nut and the socket head cap screw (**B**).

To do so, use the Allen wrench that is provided. When the socket head cap screw (**B**) is fully free of the lock nut (**C**), insert it through the cable barrel (**A**) that you saved.

You'll see that one side of the cable barrel's hole has a stepped hole in it.

Make sure the cap screw is inserted into the barrel from the side with the larger hole, allowing the cap screw's head to sit in the recessed hole.

Reattach the lock nut (**C**) to the cap screw's threaded shaft (**B**), then thread the screw into the pulley block (**F**).

Be cautious not to screw it in too deeply. Make sure the cap screw's end stays out of the part of the pulley block that the chain passes through.

Securely fasten the nut (**C**) onto the pulley block's face.

6. To remove the nut (**D**) in the lower right corner of the gearbox rear cover on a /2 or /5, simply use a 10mm spanner. Place the anchor bracket (**G**) on the stud in the approximate location indicated in the above /2 & /5 design, then replace the nut. In the event the stud is not long enough in the gearbox, remove it and instead use the 6mm socket head cap screw (**H**). The spacer tube (**I**) is not required for these models.

Move the clutch lever arm forward and insert the pulley block's cap screw (**B**) into the clutch arm's slotted end.

In case you are unable to move the arm forward sufficiently to do this, reduce the force applied on the clutch arm's adjustment screw and try again. As shown, make sure the cable barrel (E) is placed in the clutch arm's curved ends.

7. Turn to the left side of the bike and use your right hand to tighten the clutch arm's adjuster screw while using your left hand to check the clutch lever's free play.

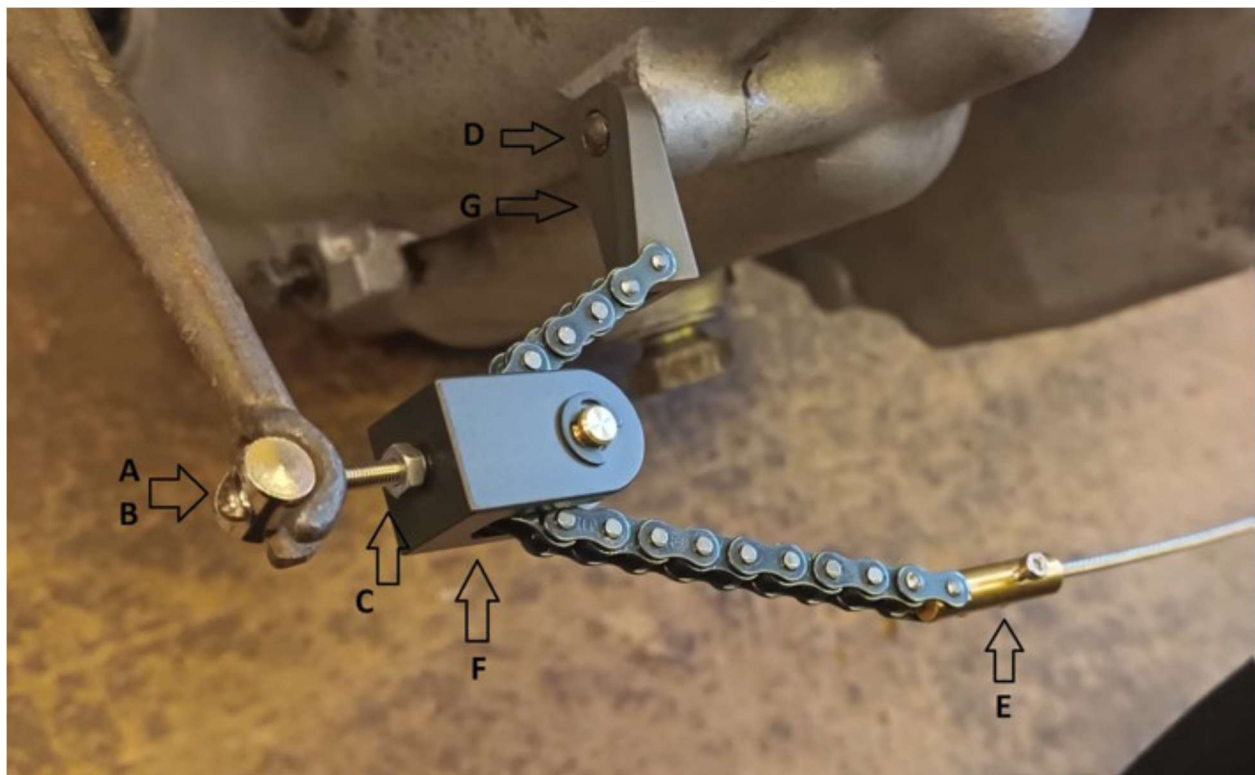
To make sure that the clutch release bearing is not engaged when the clutch lever is fully released, you need to have the same amount of flexibility in the clutch lever as you would with a stock clutch cable.

For optimal arm movement, it is recommended to set the clutch arm in close to the frame cross bar.

Once the free play is established, tighten the lock nut on the adjuster screw.

Lastly adjust the handlebar clutch lever to give you 1-2mm of play.

Make sure the chain is running in the center of the pulley's roller by checking the alignment of the simple clutch roller chain over the pulley. Should it not be, unscrew the socket head cap screw (J) and rotate the gearbox bracket (G) in either a clockwise or an anticlockwise direction. Check the lever's free play once more after tightening the cap screw (H). If necessary, reposition the lever, cable adjuster or clutch arm.



Installation Instructions for /6 and /7 Models

1. On the clutch lever housing at the handlebar end, loosen the locknut on the cable adjuster. Screw the adjuster in until only a few threads remain.

2. Back out the adjuster bolt by three or four turns after loosening the lock nut on the clutch arm.

3. Take the cable out of the arm and pull the end in the direction of the right foot peg at an angle. Measure back about 83mm from the free end of the cable then cut. Make sure you cut the cable cleanly by using side cutters that are sharp.

Retain the detachable cable barrel from the severed section of cable.

Crucial! In the two pictures, observe how the chain and its associated bracket (**G**) are oriented with respect to the pulley block (**F**). They're not the same. It is necessary to align the chain and bracket with the pulley on your bike, whether it is a pre-1970's & /5 or a /6 & /7.

To swap the orientation of the bracket simply remove the circlip that secures the pivot pin and chain roller into the pulley block (**F**), turn the chain over and refit.

4. Loosen the three socket head screws (**E**) in the brass terminal end of the easy clutch using the Allen wrench provided.

Tighten the three screws after inserting the cable's cut end into the brass end.

TIP: The brass terminal on your cable might fit snugly. Push the cable into the brass terminal and twist it clockwise to make sure the cable bottoms out completely.

5. Tighten the locknut (**C**) on the easy clutch's pulley block. From the pulley block (**F**), remove the nut and the socket head cap screw (**B**).

To do so, use the Allen wrench that is provided. When the socket head cap screw (**B**) is fully free of the lock nut (**C**), insert it through the cable barrel (**A**) that you saved.

You'll see that one side of the cable barrel's hole has a stepped hole in it.

Make sure the cap screw is inserted into the barrel from the side with the larger hole, allowing the cap screw's head to sit in the recessed hole.

Reattach the lock nut (**C**) to the cap screw's threaded shaft (**B**), then thread the screw into the pulley block (**F**).

Be cautious not to screw it in too deeply. Make sure the cap screw's end stays out of the part of the pulley block that the chain passes through.

Securely fasten the nut (**C**) onto the pulley block's face.

6. Remove the lower right corner bolt with the supplied 6mm Allen key. Fit the bracket (**G**) to the bolt then the spacer (**I**) before screwing the bolt into the gearbox.

Move the clutch lever arm forward and insert the pulley block's cap screw (**B**) into the clutch arm's slotted end.

In case you are unable to move the arm forward sufficiently to do this, reduce the force applied on the clutch arm's adjustment screw and try again. As shown, make sure the cable barrel (**E**) is placed in the clutch arm's curved ends.

7. Turn to the left side of the bike and use your right hand to tighten the clutch arm's adjuster screw while using your left hand to check the clutch lever's free play.

To make sure that the clutch release bearing is not engaged when the clutch lever is fully released, you need to have the same amount of flexibility in the clutch lever as you would with a stock clutch cable.

For optimal arm movement, it is recommended to set the clutch arm in close to the frame cross bar.

Once the free play is established, tighten the lock nut on the adjuster screw.

Lastly adjust the handlebar clutch lever to give you 1-2mm of play.

Make sure the chain is running in the center of the pulley's roller by checking the alignment of the simple clutch roller chain over the pulley. Should it not be, unscrew the socket head cap screw (J) and rotate the gearbox bracket (G) in either a clockwise or an anticlockwise direction.

Check the lever's free play once more after tightening the cap screw (H). If necessary, reposition the lever cable adjuster or clutch arm.

