

Safety instructions



Assembly of brake and clutch levers

Brake and clutch levers on the motorcycle are of great importance to driving safety. Therefore please observe the following information for the assembly.

Thoroughly check whether the present lever on the retainer corresponds to the original. Depending on the vehicle, it could be a lever for a mechanical cable control system, a one-piece hydraulic lever, a multi-piece adjusting hydraulic lever or the plain lever.

Before starting the assembly, inspect the condition of your vehicle electronics at first. As an example, the bowden cable and the cable adjustment of mechanical units should also be in a flawless state. With hydraulic systems, the rubber sleeve at the end of the hydraulic jack should be undamaged and non-leaking.

Please apply a little amount of grease to the bearing when assembling the lever. The screw is often held by means of a self-locking nut – replace the nut, if necessary. Make sure that the adjusting appliance of the control lever is slightly greased and works without any problems. Heavily worn-out bearing bolts must be replaced.

Then thoroughly check the functioning of the lever. It should neither hang loose nor be trapped. There must be some tolerance between the lever cam and the hydraulic jack on the hydraulic brake, so that the clutch does not open independently, even if it is exposed to heat, resp. the brake does not grind, which could lead to overheating damages and malfunctioning. The tolerance of mechanical systems is altered via the adjustment (see vehicle instruction manual for clutch tolerance).

During use, the lever cam of the hydraulic system should press on the end of the hydraulic jack without any problems. The pressure point of the hydraulic brakes must be reached before the lever touches the handlebar. A deficient pressure point could indicate a wrong lever form, but also refer to air within the hydraulic system, to outdated cables or a worn-out hydraulic jack. A deficient pressure point on drum brakes could be due to deficiencies of the bowden cable, its lead and suspension or worn-out brake pivot studs, brake shoes or linings.

Attention:

Should you have any doubts with respect to operational safety of your clutch or brakes, do not drive the vehicle. You should contact a specialist.

Leave all work on the braking system to an authorised service station, if you do not have the necessary professional know-how. Improper assembly/use of this lever can influence the driving safety of the vehicle and lead to material damage and injuries.

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