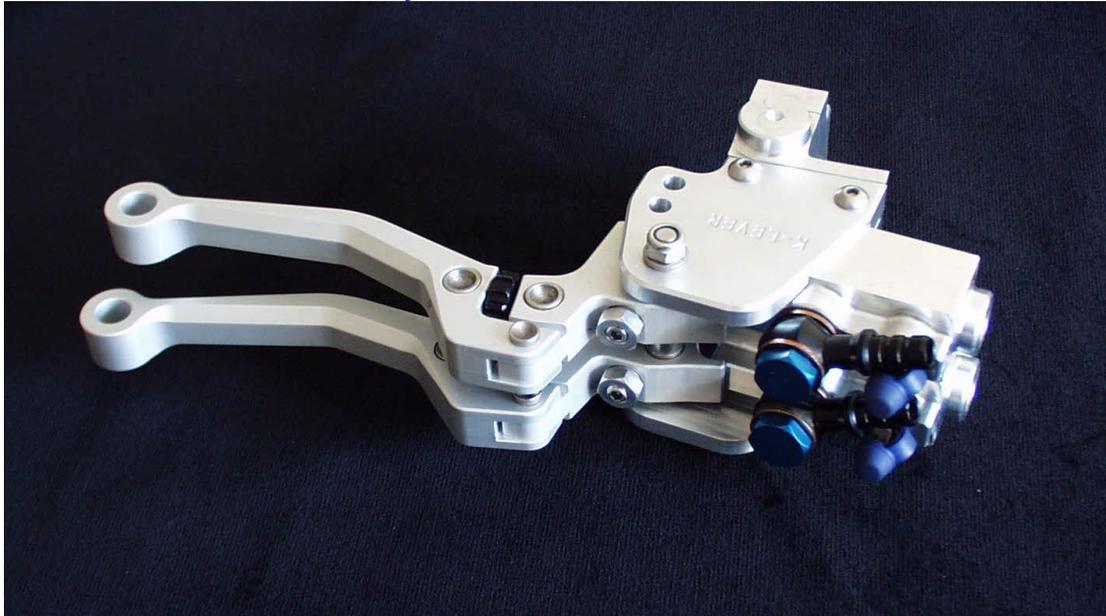


The K-Lever Modular Dual Lever System

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Thank you for purchasing the new modular K-Lever system, this unit is designed to bring independent control over both front and rear brakes, or a combination of brake and clutch to one hand.

This system offers complete flexibility with the possibility of either left or right hand installation, the choice of 14.0 mm or 17.5 mm bore sizes for the hydraulic master cylinder modules. The option of a cable lever module is also offered for those machines with cable clutch and/or brake actuation.

These 3 modules can be combined in any combination so as to give the widest possible scope for a flexible solution to hand control problems.

The choice of hydraulic module will depend on the type and number of callipers that it has to service. The 14.0 mm master cylinder is recommended for a single calliper or up to one pair of twin piston callipers with a diameter of up to 34.0 mm. The 17.5 mm bore master cylinder is more suitable for use with a pair of twin 43.0 mm piston callipers, twin four pot or twin six pot callipers.

Please note that this is a safety critical component and it should only be installed by persons competent to do so – if you are in any doubt please do not attempt to install this assembly without expert assistance. You are endangering your life and the lives of other road users and pedestrians if you install this unit incorrectly.

Before commencing with the installation please ensure that you have all necessary parts available. In addition to the K-Lever assembly you will require:-

- **2 x independent brake fluid reservoirs**
- **A suitable mounting arrangement for the reservoirs (these should be positioned above the level of the master cylinders)**
- **Hose and fittings to connect the reservoirs to the master cylinders**
- **2 x banjo Bolts M10 x 1.25 plus new copper compression washers (the bolts may require integral pressure switches if you are replacing cylinders with integral brake light switches).**
- **If you are extending the rear brake to the handlebar then you will require a suitable length of brake hose and fittings (stainless braided is preferred).**
- **An adequate quantity of suitable brake fluid.**
- **A vacuum bleeding device which is the preferred method of extracting air from the system.**

The threaded fittings for the banjo bolts are M10 x 1.25 thread pitch – please ensure you use the correct metric bolts since bolts with other threads will cause irreparable damage to your K-Lever modules.

When running a brake hose from the rear brake to the K-Lever assembly we recommend that you use a high quality braided type hose as this will ensure the minimum loss of pressure due to hose expansion. You will also find improved performance from the front brakes if you use this type of hose here also.

Take note also that a suitable brake fluid should be used, DOT3 or above is recommended. If you are in any doubt about this please consult your motorcycle dealer. If the fluid in your brake system has not been changed recently then this is an opportunity to change the fluid in your system.

When bleeding the system it is a good idea to get the unit positioned so that the bleed nipples are facing upwards – you may have to remove the unit from the bars to do this. If the length of the hoses will not permit this then you may have to remove the bleed nipples completely and place your finger over the hole releasing it as you pump the lever until the air is expelled. Once the airlock is broken and fluid is released from the hole replace the bleed nipple as quickly as possible and be sure carefully to clean up any excess brake fluid which may have been spilled.

Once all the air is expelled from the system and you are happy with the feel of the levers you can then adjust the lever offset to suit your individual requirements. In our experience when using the K-Lever as a twin brake system, the best method of controlling the brakes independently is to use the upper lever for the front brake. If the upper lever is offset so that it sits slightly further from the handlebar than the bottom lever then you can apply just the front brake as shown in FIG 1. If you want to add a little rear brake as well, then you can use the fingertips to put some additional pull on the bottom lever as shown in FIG 2. If you primarily use the rear brake as some trike riders prefer then you may decide to adopt this method but with the rear brake assigned to the top lever.

