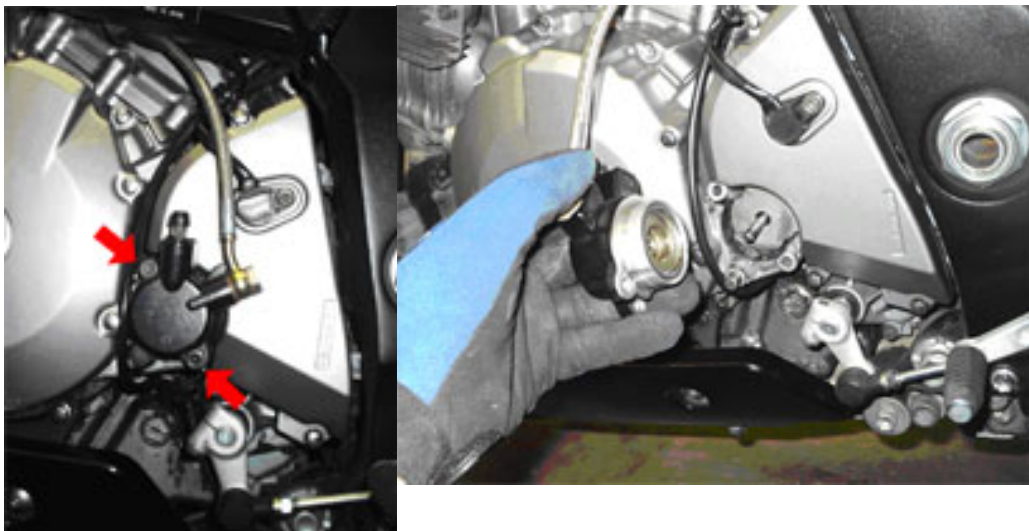


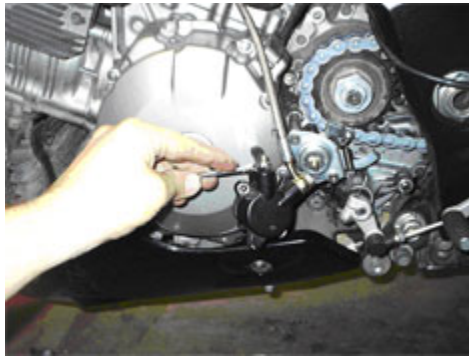


Spears SV1000 Clutch Conversion Kit

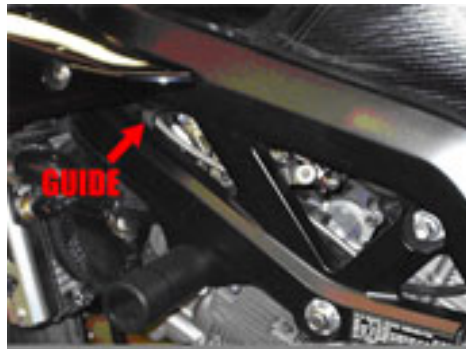
- 1) Remove the two allen-bolts that hold the slave unit to the sprocket cover, and separate slave unit from cover. Note: slave unit may be difficult to remove. Wiggling slave unit will help.



- 2) At the Clutch Master Cylinder on the handlebar, remove the cap.
- 3) Place a container under the Slave unit and use an 8mm wrench open the bleeder. Allow the fluid to drain completely into the container. Note: The fluid used in the hydraulic clutch can damage painted parts. Avoid contact and immediately clean up any spills.



- 4) At the Clutch Master Cylinder, use a 14mm wrench and remove the banjo bolt.
- 5) From the Slave Unit, gently pull the hose through the frame and free of the bike.
- 6) Remove the allen bolt that holds the Speedo Sensor to the sprocket cover. Tuck the Speedo sensor up out of the way.
- 7) Remove the 3 bolts that hold the Sprocket Cover and remove the Sprocket Cover.
- 8) Starting at the handlebars, run the new Cable through the frame and the guides.

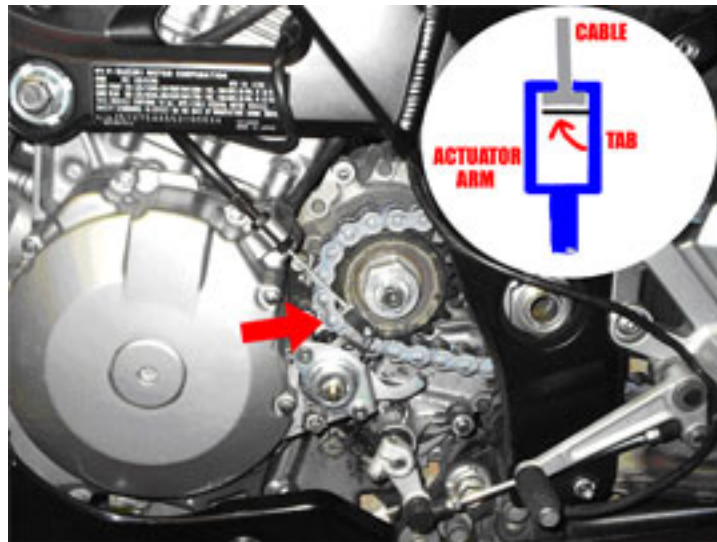


- 9) Remove 1 nut from end of Cable and insert threaded shaft into case mount. Place nut back on, finger tight only.
- 10) Assemble Clutch Actuator, remove and replace Clutch Actuator Bar with new one supplied.

Spears Racing Manteca, Ca.



11) Place end of Cable into arm of Clutch Actuator. Bend small tab over to hold Cable end.



12) Install Clutch Actuator assembly. Connect spring. Note: Spring may need to be shortened to work properly.

13) Remove left hand handlebar weight, grip, and control housing

14) Unplug clutch safety switch wires from Clutch Master Cylinder and remove Clutch Master Cylinder from handlebar.

15) Splice clutch safety switch wires together

Note: By splicing the wires together, bike will be able to be started without pulling in the clutch. Bike can jump if started in gear and the clutch lever isn't pulled in.

16) Slide on new Clutch Lever Assembly.

17) Starting at the clutch, adjust Cable at both ends to remove slack.

18) Adjust the actuator by loosening the nut and turning the screw in until it is pressing in on the Actuator Bar.



19) Now use the lever to apply the clutch a couple of times. Recheck Cable for slack. Tighten nuts on Cable at the clutch. At the Lever, loosen adjuster dial till you have approx 1/8" gap (Or the thickness of a nickel) between lever and perch.

Note: After the adjustment at the Lever, there should be a little slack in the cable.

Thank you for looking,

Gregg Spears