

Installation Instructions

PN # 101-96

Wing Levers '96-Later



PN 101-96 Wing Lever installation info for 1996 and later Harley-Davidsons.

1. Remove factory levers and keep all bushings and hardware as it will be reused.
2. If so equipped, remove the anti-rattle clip from the bottom side of the clutch lever and install it onto the clutch side Wing Lever with the supplied screw.
3. For smooth operation, Wing Levers use the late model pivot pin bushings. They are usually brown tubular plastic with a spiral slot available from Harley dealers. Put the appropriate bushing in each lever as they were in the stock levers. If the old bushings are good reuse them.
4. Inspect the clutch cable and pivot pin for wear and damage; replace if necessary. Check the cable pin for fit and play. The pin should rotate freely without excessive slop. A light coat of Loctite ANTI-SIEZE on the pins is recommended.
5. Assemble the clutch lever to its cable and install it with the pivot pin and its retaining clip. Check the clutch for proper operation and adjust as needed.
6. Inspect the brake pivot pin for wear and damage; replace if necessary. There is a small button switch in the control housing that the triangular portion of the lever releases when the lever is squeezed. As you insert the lever into the master cylinder assembly, move the lever gently over the switch as you align the pivot pin hole to avoid damaging the switch. Assemble the brake lever to the master cylinder assembly using the pivot pin and its retaining clip. A light coat of Loctite ANTI-SEIZE on the pivot pin is recommended.
7. Check the front brake for proper operation. There should be no free play in the brake lever. A slight preload is permissible. Also check for proper brake light function with the ignition switch turned on.
8. Protect the surrounding areas of the motorcycle from brake fluid for the next check. Remove the reservoir cover to check the operation of the relief port.

WARNING!

Make sure the relief port in the cylinder is operating properly. Squeezing the brake lever should produce a slight spurt of fluid in the reservoir compartment from a properly operating relief port. A blocked relief port can result in an inoperable front brake. FAILURE TO PERFORM THE ABOVE COULD RESULT IN A BRAKE MALFUNCTION. Reinstall the reservoir cover when finished with the check.