

Installation Instructions

PN# 101

Wing Lever '82-'95



1. Remove factory levers and keep all bushings and hardware as some may be reused.
2. If so equipped, remove the anti-rattle clip and screw from the bottom side of clutch lever.
3. Install the anti-rattle clip onto the clutch side Wing Lever with the supplied screw.
4. For smooth operation, Wing Levers use late model pivot pin bushings (smaller hole in brake lever, larger hole in clutch). Early model installations will require these bushings also. They are a brown tubular plastic with a spiral shaped slot available through Harley. Put a bushing in each lever. If the old bushings on a late model are good reuse them.
5. Inspect the clutch cable and pivot pin for wear and damage. Replace if needed. Check the cable pin for fit and play. The pin should rotate freely without excessive slop. A light coat of Anti-Seize is recommended.
6. Assemble the clutch lever to its cable and mount with pivot pin and retaining ring. Check clutch for proper operation and adjustment. Adjust as needed.
7. Inspect brake reaction pin (large hole) and pivot pin for wear and replace if needed. Lightly coat reaction pin with Anti-Seize and insert into large hole in brake lever. The reaction pin should rotate freely.
8. Assemble the brake lever to the master cylinder assembly using pivot pin and retaining ring. Make sure the push rod fits into hole in reaction pin.
9. Check front brake for proper operation. There should be no free play in the brake lever. A slight pre-load is permissible.
10. Remove master cylinder reservoir cover to check the operation of the relief port.

WARNING

Ensure that the pushrod is inserted into the hole in the reaction pin. There must not be any binding of the brake lever when depressed. If the brake lever does bind, the push rod may be hitting the inside master cylinder wall. Binding of the brake lever can result in an inoperable front brake.

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. A blocked relief port can result in an inoperable front brake.

Failure to perform the above could result in brake malfunction.

11. Reinstall master cylinder cover.