

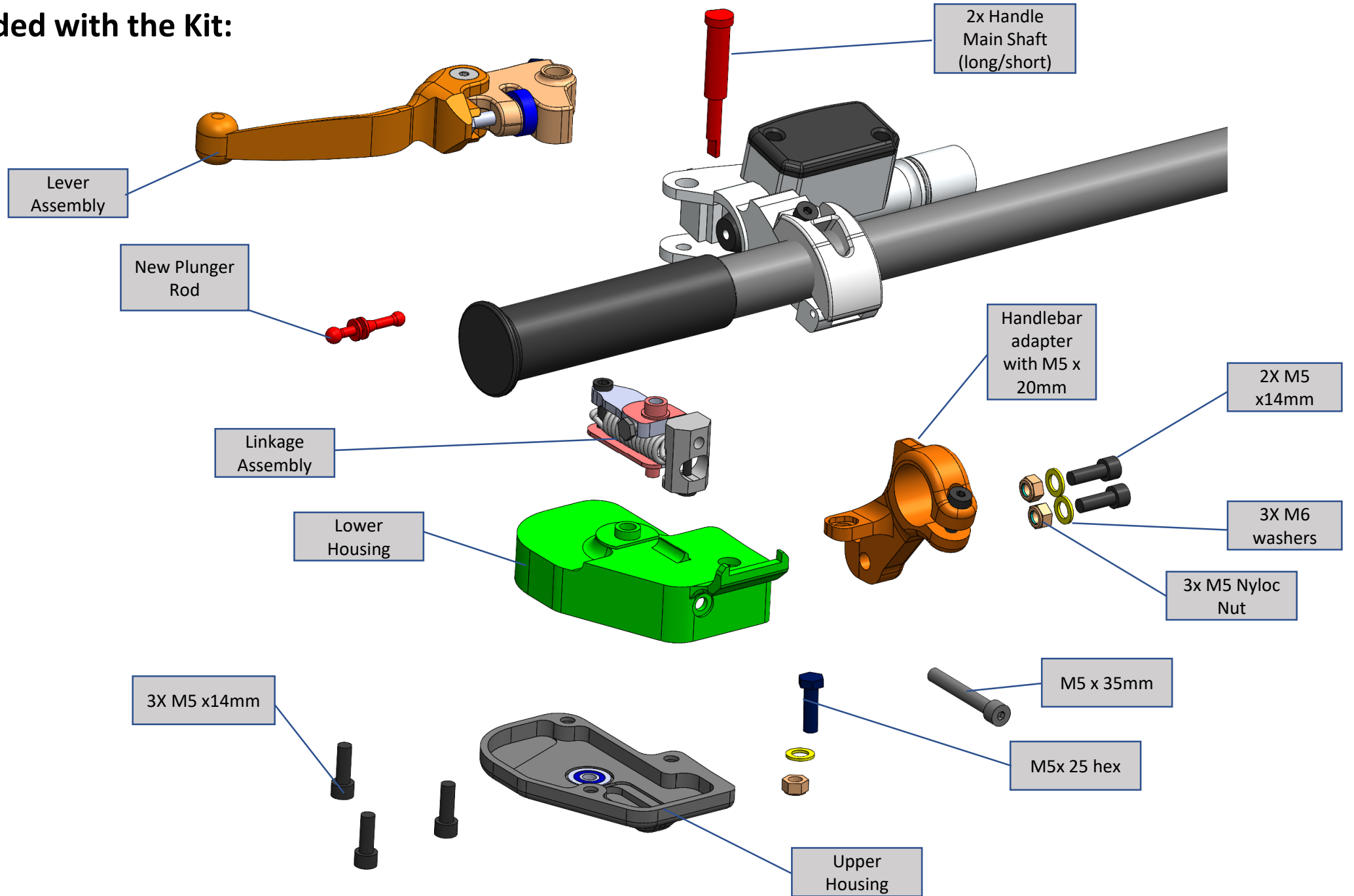


Braktec EZ clutch Assembly Instructions

Important information:

1. The kit may come with two main shafts, one long and one short. The short shaft is used for closed (wrap-around handguards) and the long shaft is used for open hand guards that mount over the master cylinder.
2. Try to rotate the master cylinder upwards for better ergonomics during installation.
3. Grease components and surfaces that have friction.
4. Tools for installation: (7mm, 8mm, 10mm Open Wrench, 10mm Socket, Flat Screwdriver, 2mm , 4mm Allen Key)

Hardware Provided with the Kit:



For open/flag handguard that mounts to the master cylinder use long shaft, for wrap-around handguards, or all other handguards that do not have the adapter on the master cylinder use short shaft.

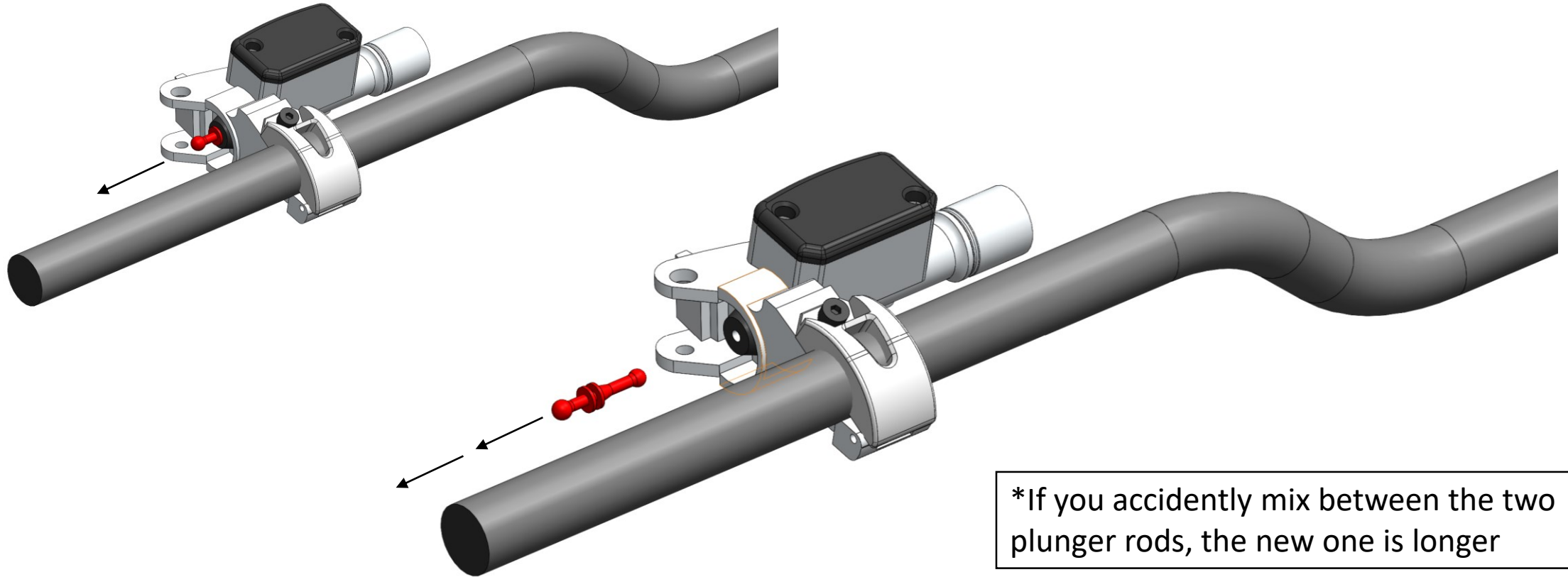
Example: Open/flag handguards with adapter on master cylinder



How to modify the open/flag handguards bracket:

<https://www.youtube.com/watch?v=T41ooXU2l8Y>

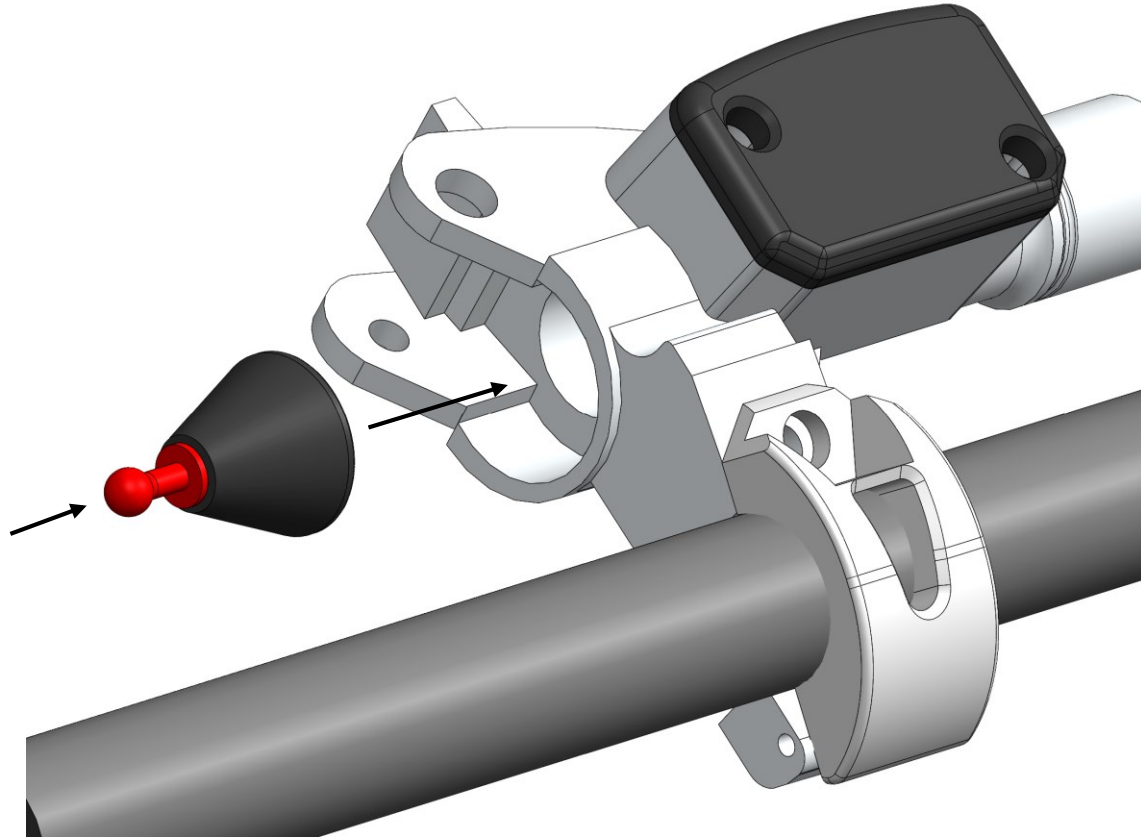
Step 1: Remove all accessories from handlebar-clutch side including stock lever, remove plunger rod by pulling it out without the rubber piece then remove the rubber both as well.



To see how to remove the rubber boot look at Min 4:40

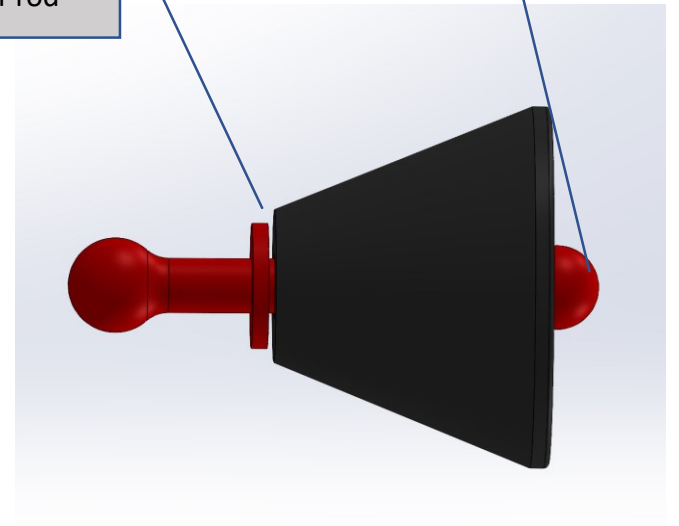
<https://www.youtube.com/watch?v=VQXE7BwCh3I&t=291s>

Step 2: Assemble the **new plunger rod** in the following direction, grease the ball end.



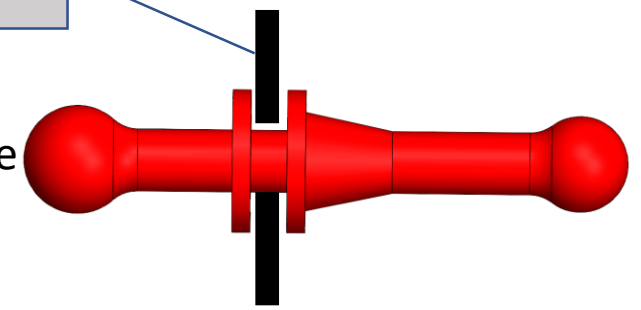
Make sure the rubber fits between the two discs of the plunger rod

Grease here



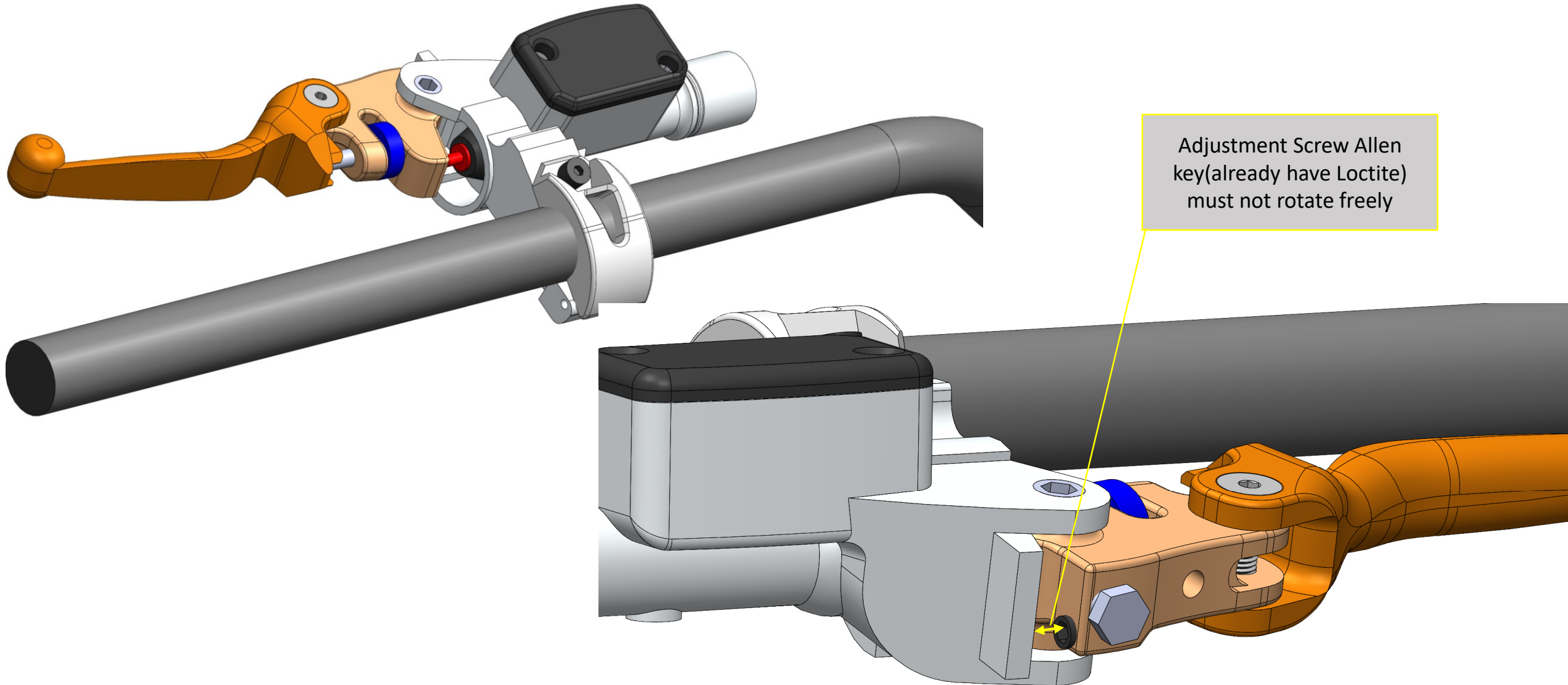
Rubber Seal

Lever side

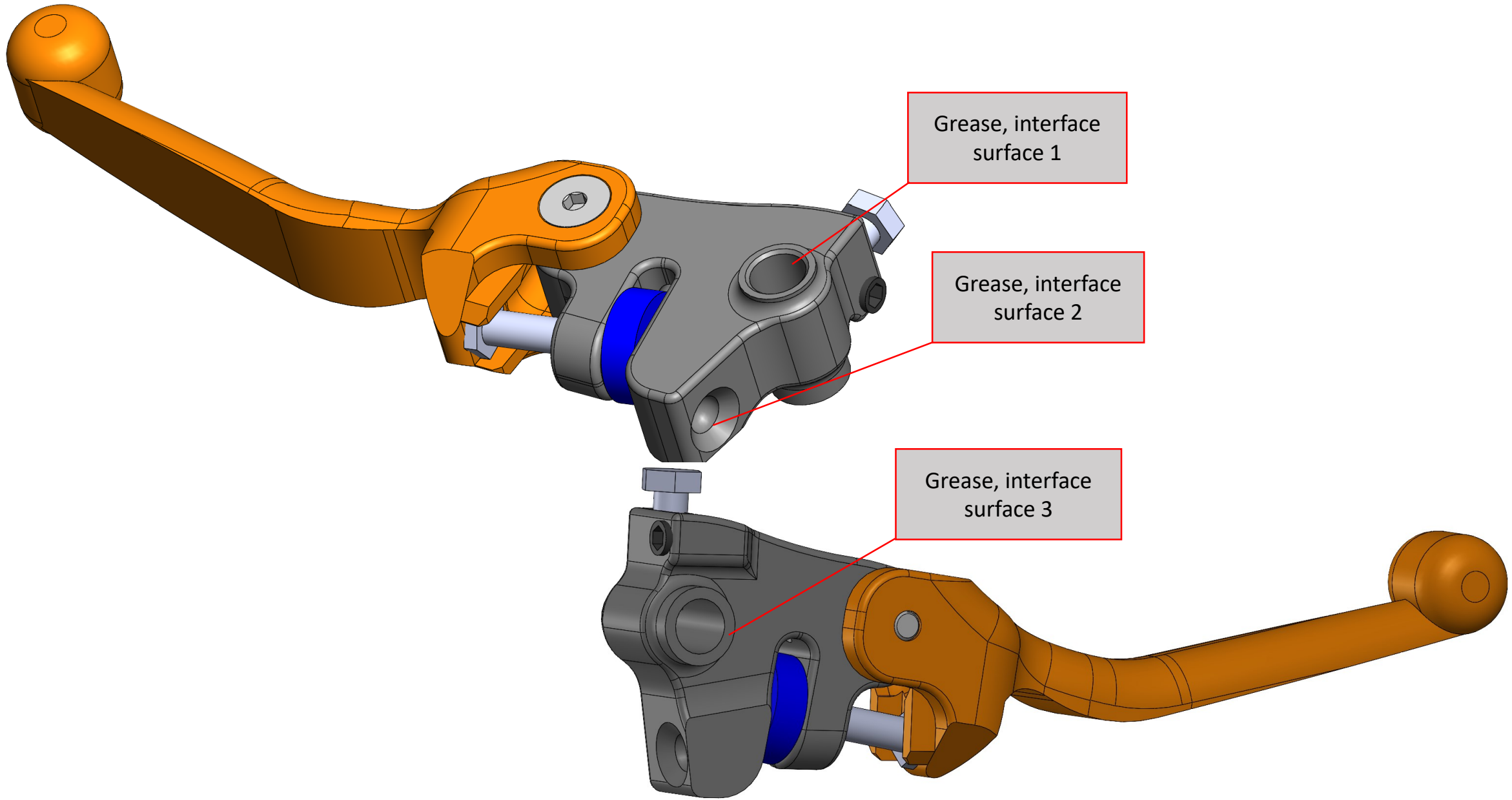


Tip: Assemble the new plunger rod on the rubber boot and use a 14mm or equivalent size socket to push both back in (look at the same video as in previous step, minute- 9:30)

Step 3: Assemble the new lever with the stock lever **screw** in order to adjust the free play. Adjust the free play screw to have about half the thickness of a credit card as free play (free play is the gap between the touching points of the lever, so during the relaxed position, the plunger rod would not be pressed, allowing full clutch disengagement). You can test it by taking a short ride to feel if the lever and clutch operation are functioning properly.



Step 4: Remove the lever and grease all three interface points with master cylinder.

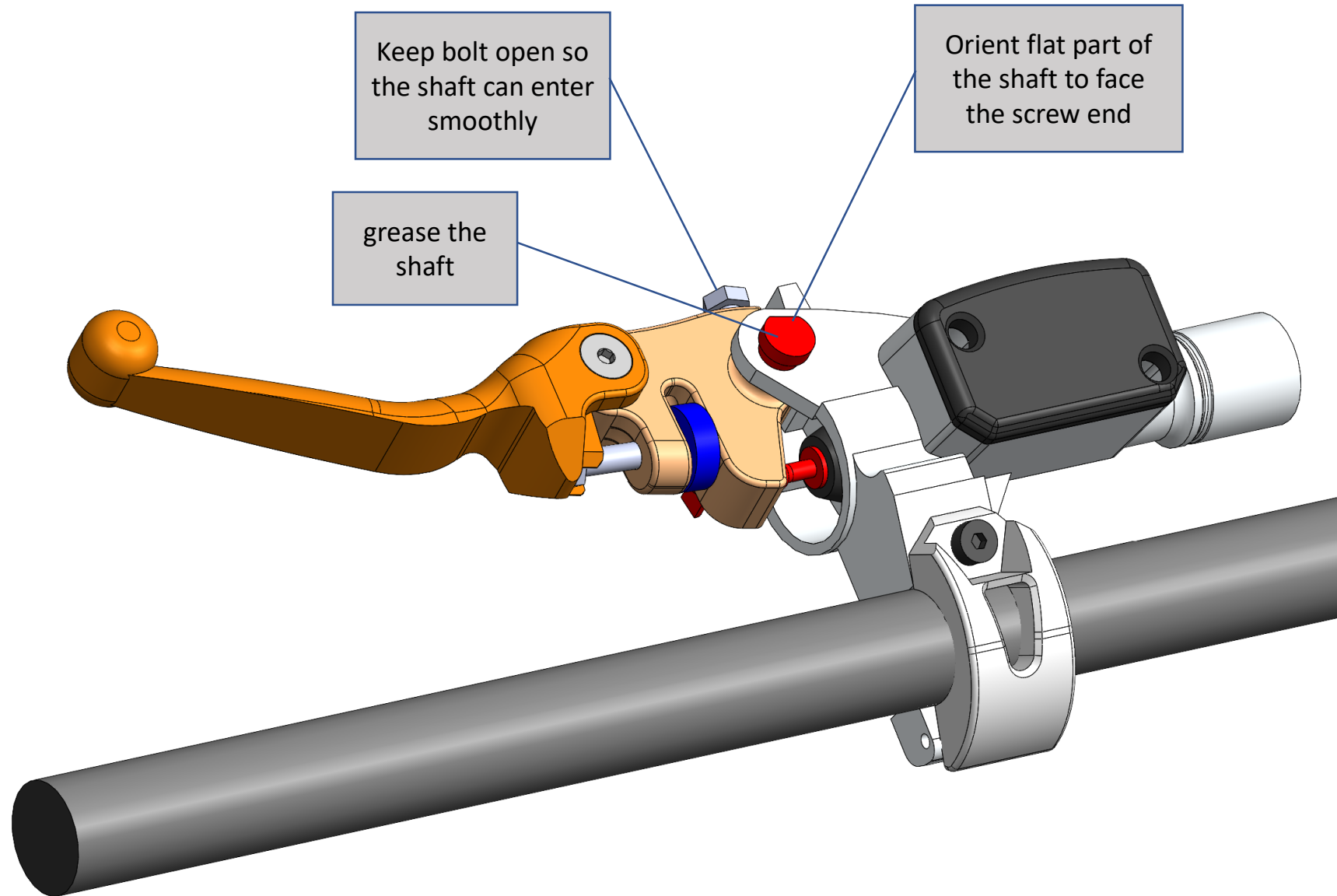


Grease, interface surface 1

Grease, interface surface 2

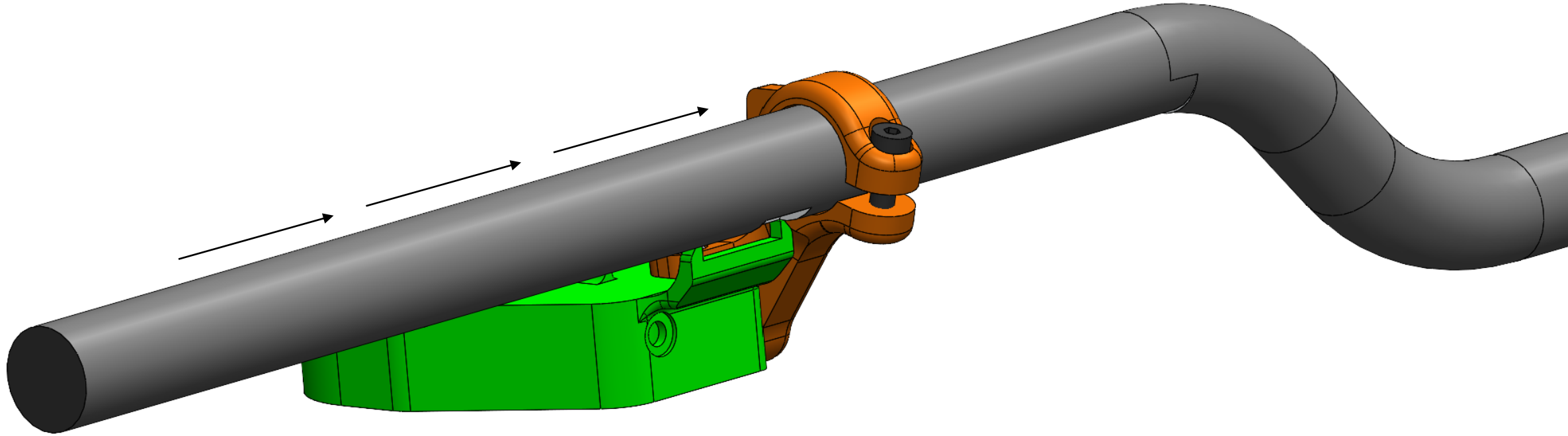
Grease, interface surface 3

Step 5: Replace the lever bolt with a shaft according to your desired hand guards: for wrap-around guards, use a short shaft; for flag guards with a master cylinder adapter (stock guards), use a long shaft with a modified bracket, as shown in the video on our YouTube channel.

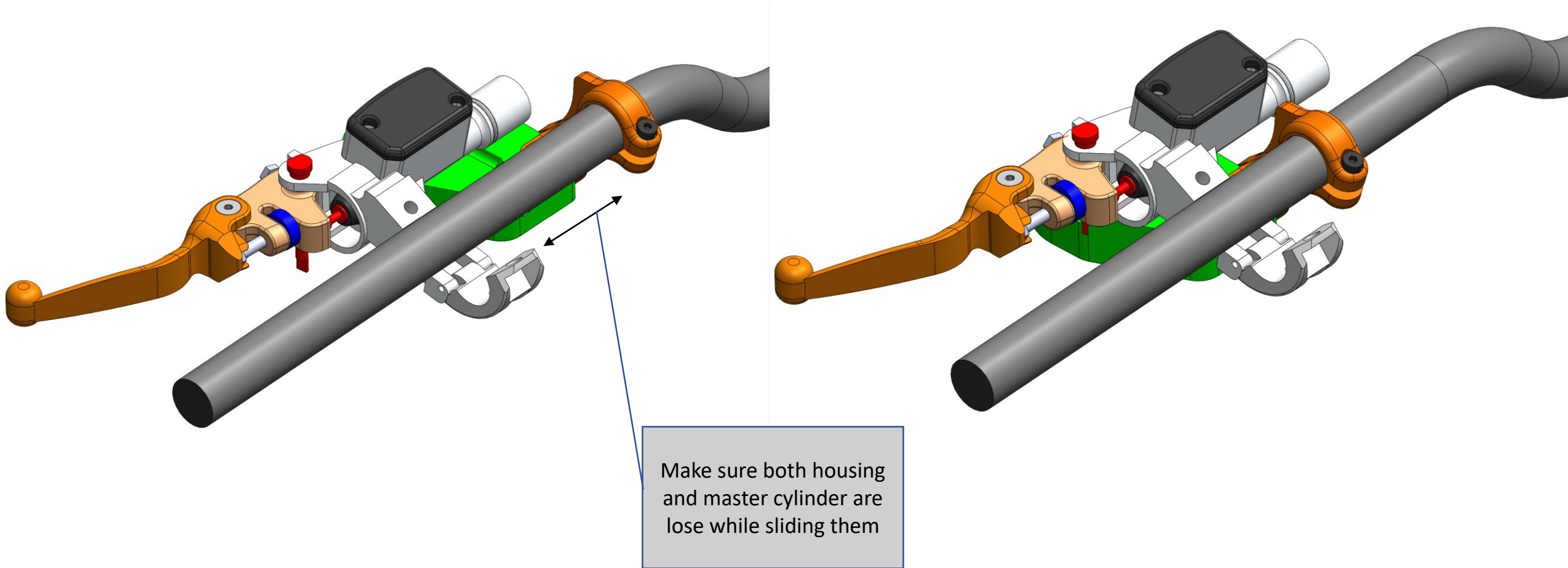


Step 6: Remove the master cylinder and slide the sub-assembly onto the handlebar. Note that the assembly comes pre-assembled with loose bolts, so do not tighten them yet.

Remove the cover from the “green” housing for the assembly

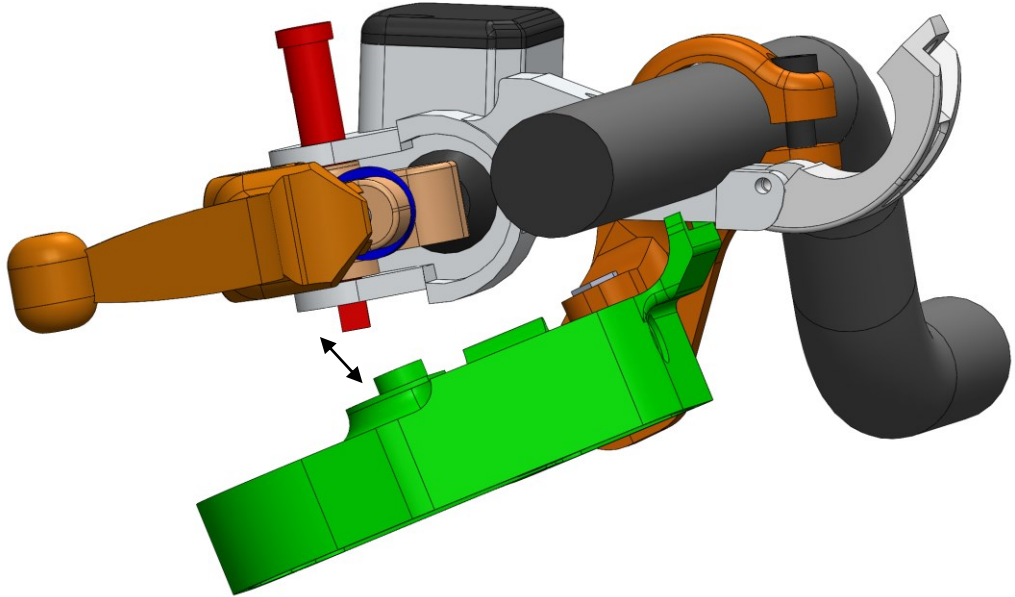


Step 7: Slide the master cylinder into place, ensuring it fits correctly. Make sure the bracket screws are loose, and the shaft fits into the housing hole, which should indicate the correct location (see next page).

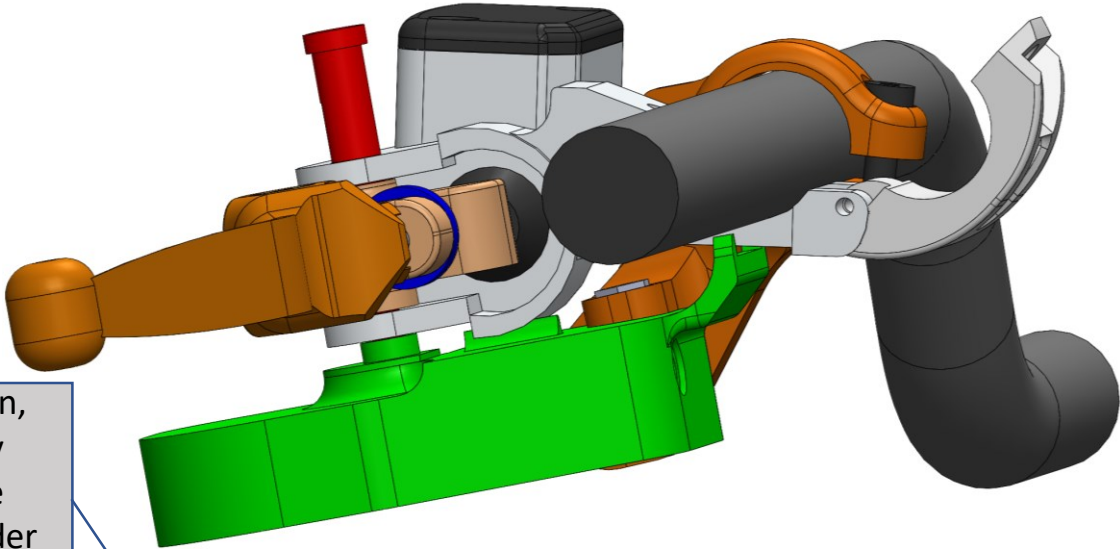


Step 8: Slightly pull the shaft up and tilt the housing downward, allowing the shaft to enter the housing hole.

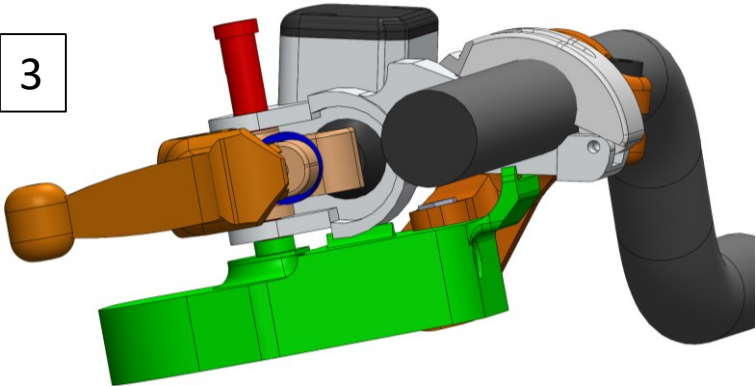
1



2

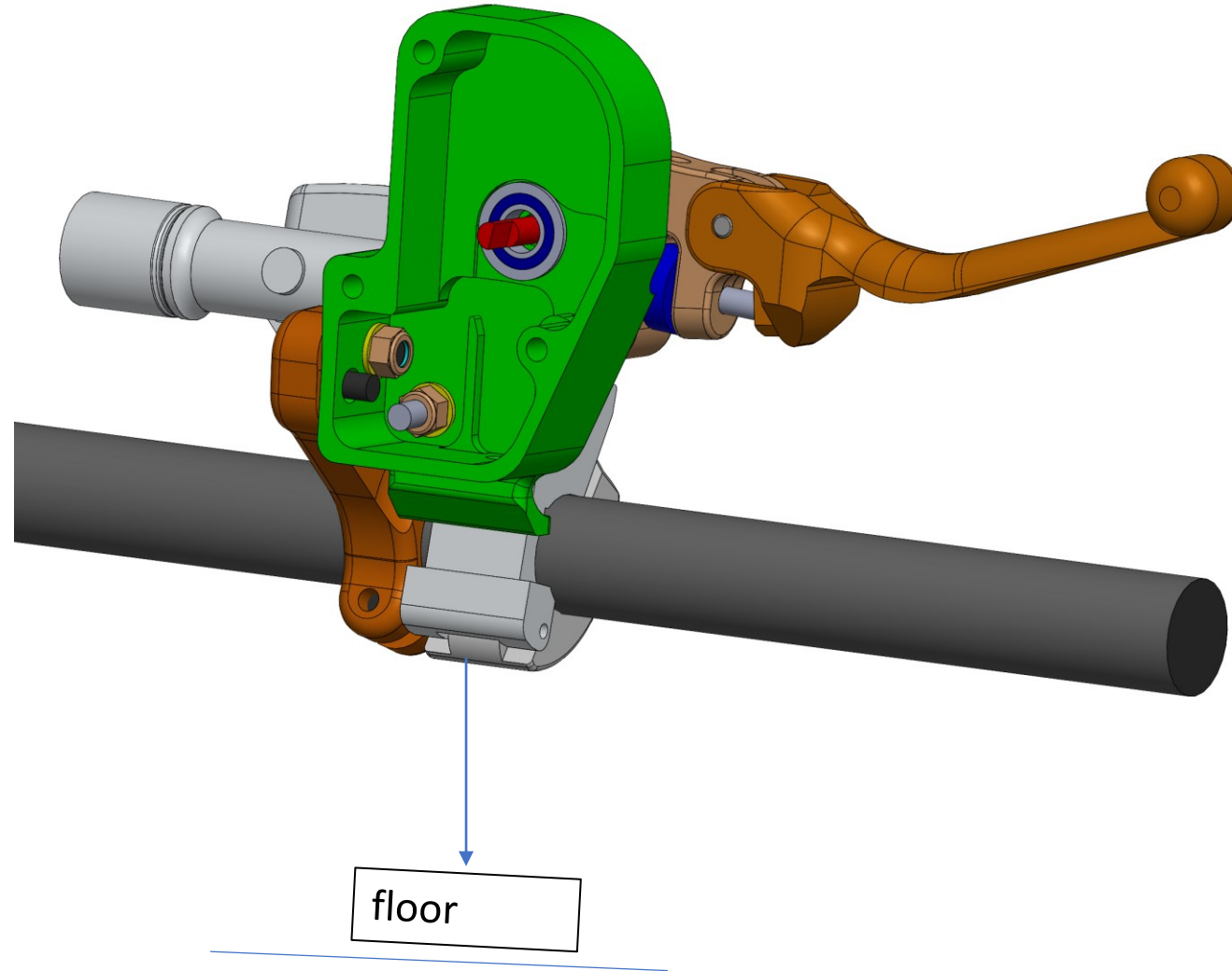


3



*Make sure after tightening the clamps, they can still slide(rotate) around the handlebar

Step 9: Slightly tilt the entire assembly upwards so you can face the inside of the housing.

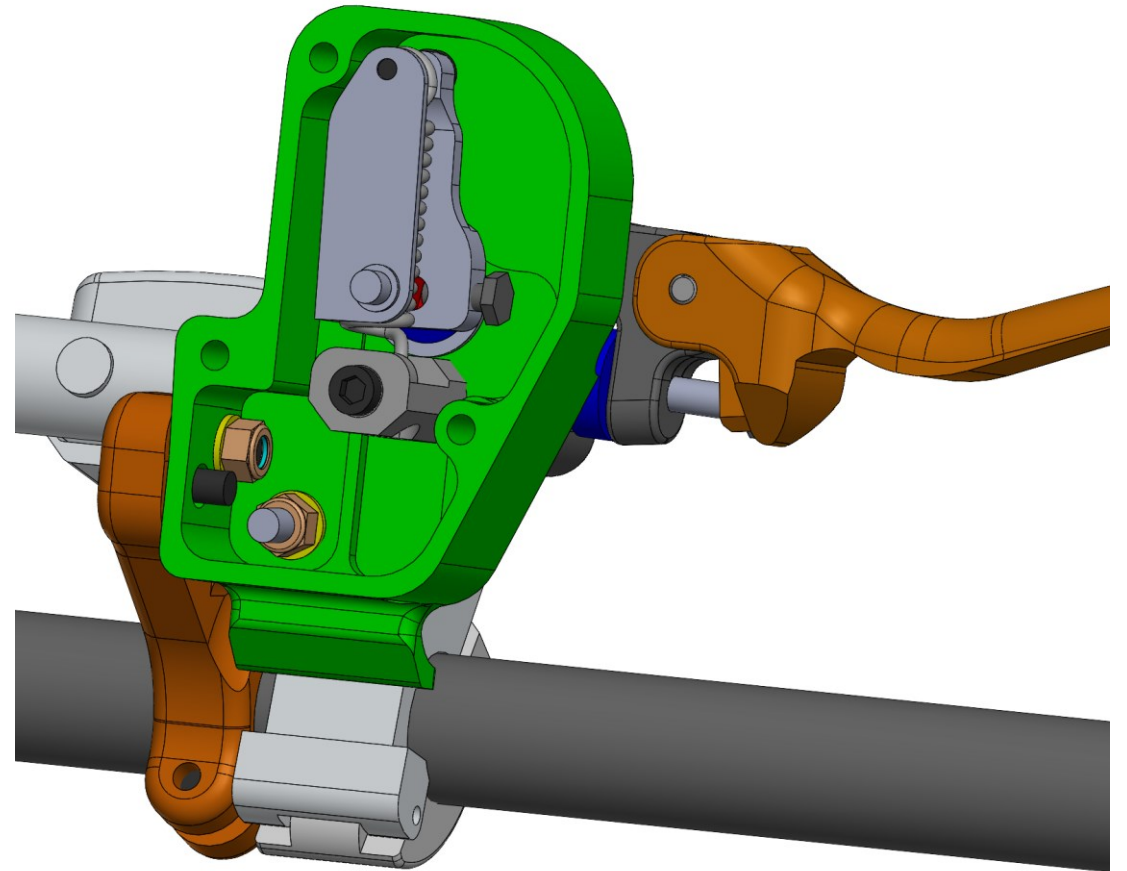
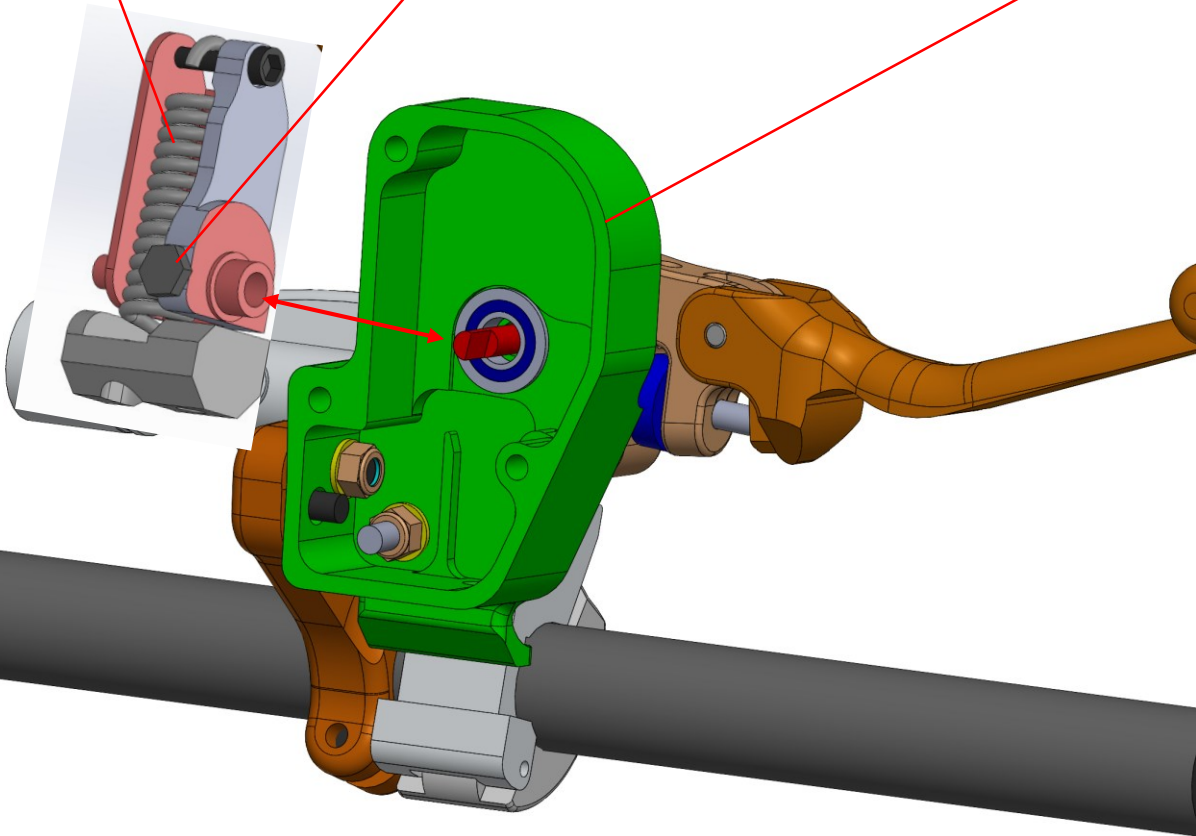


Step 10: Insert the linkage system over the main shaft while holding the shaft from the top, insert the linkage and make sure its fully inserted into the bearing.

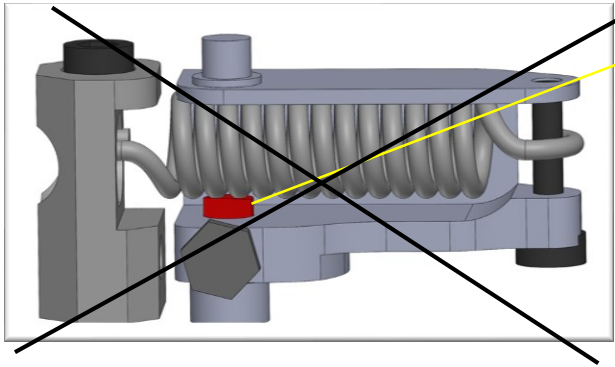
Grease the spring to reduce corrosion


Make sure the bolt is open so it will not interfere with the insertion of the linkage over the shaft.

Make sure the housing is slightly loose so that the linkage assembly will fit over the shaft and inside the bearing

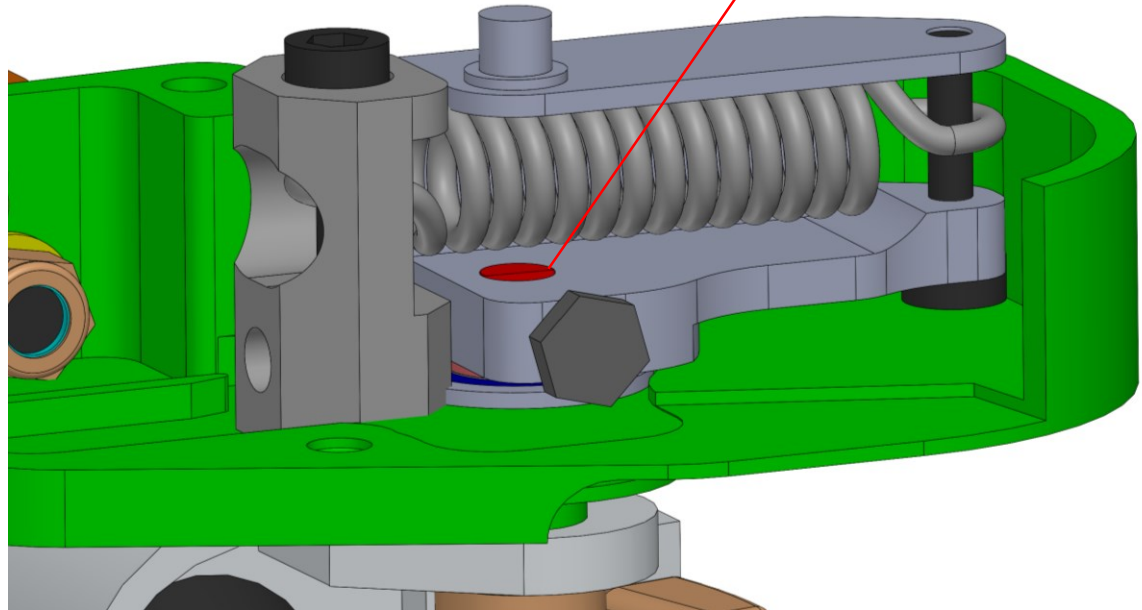


Step 11: Adjust the shaft height and orientation according to the illustration below.

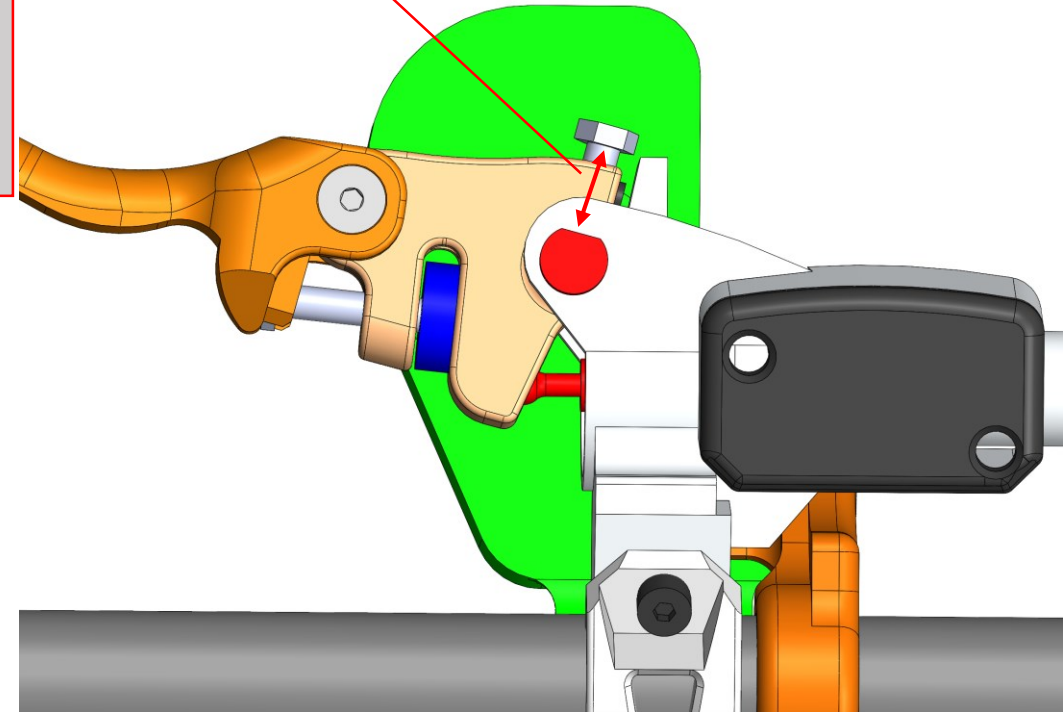


 The shaft should not protrude like shown in this photo because it could interfere with the spring!

Make sure shaft is flush with the linkage and does not contact the spring, can use flat head screw driver to flatten it



Make sure the shaft is orientated with flat part to the bolt on the lever



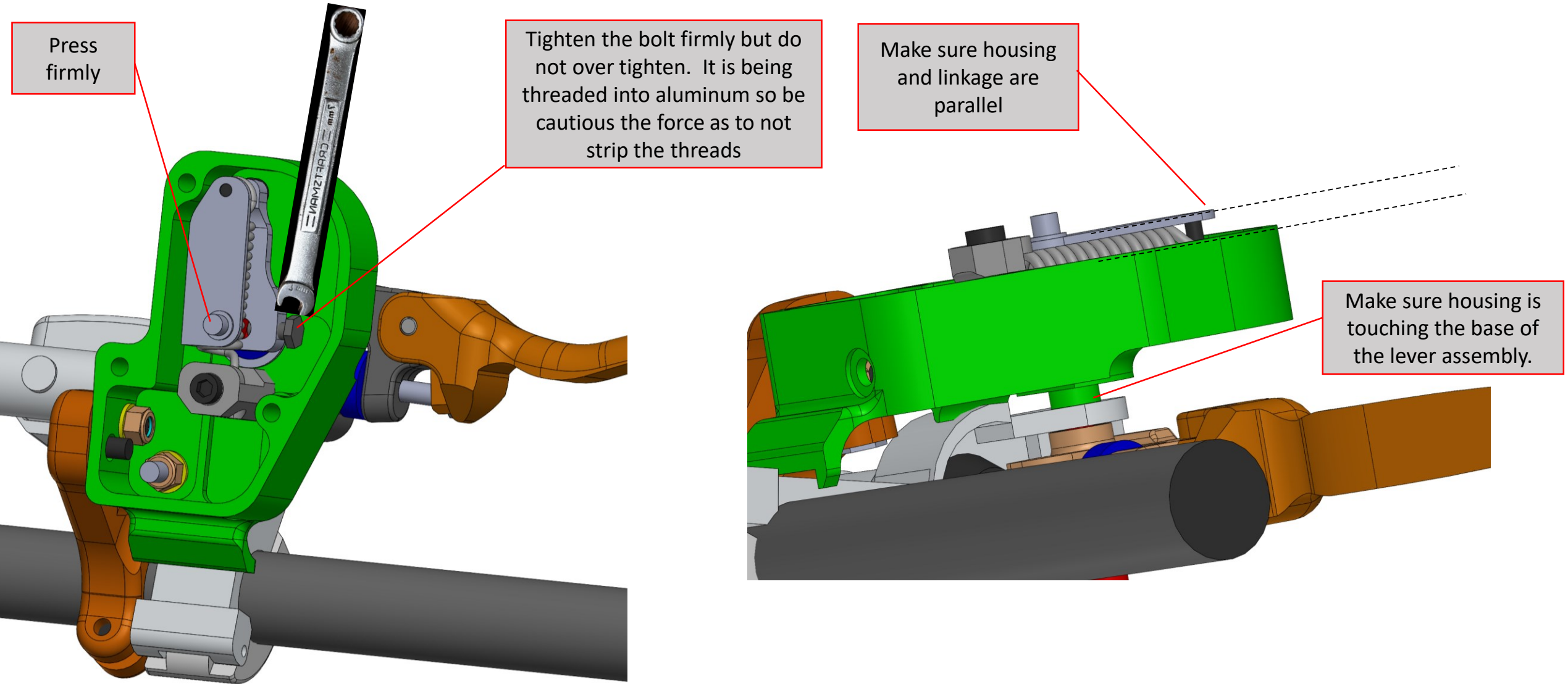
Step 12: Press on the linkage, ensuring that it's fully inserted into the housing while tightening the bolt with the 7mm wrench.

Press firmly

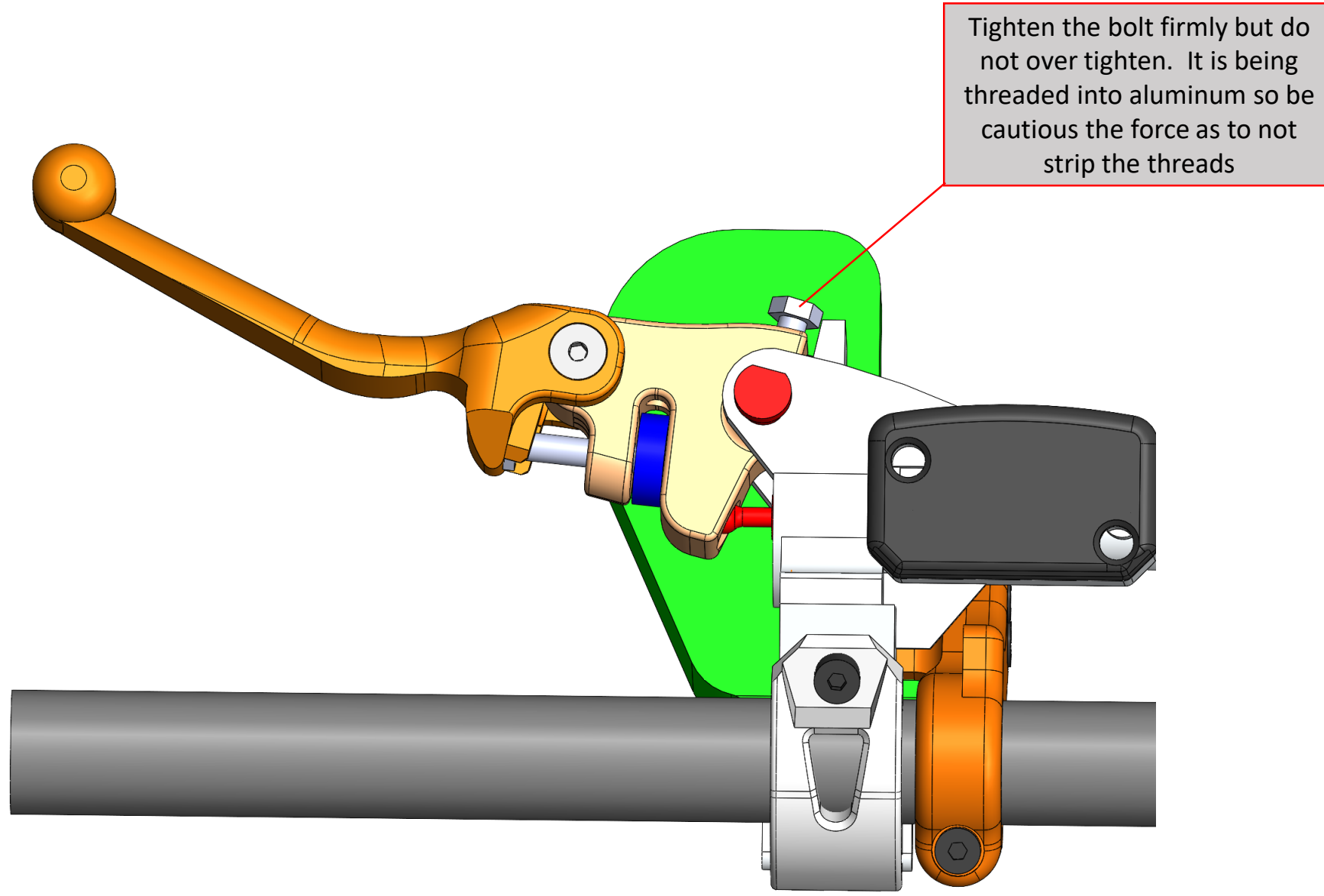
Tighten the bolt firmly but do not over tighten. It is being threaded into aluminum so be cautious the force as to not strip the threads

Make sure housing and linkage are parallel

Make sure housing is touching the base of the lever assembly.

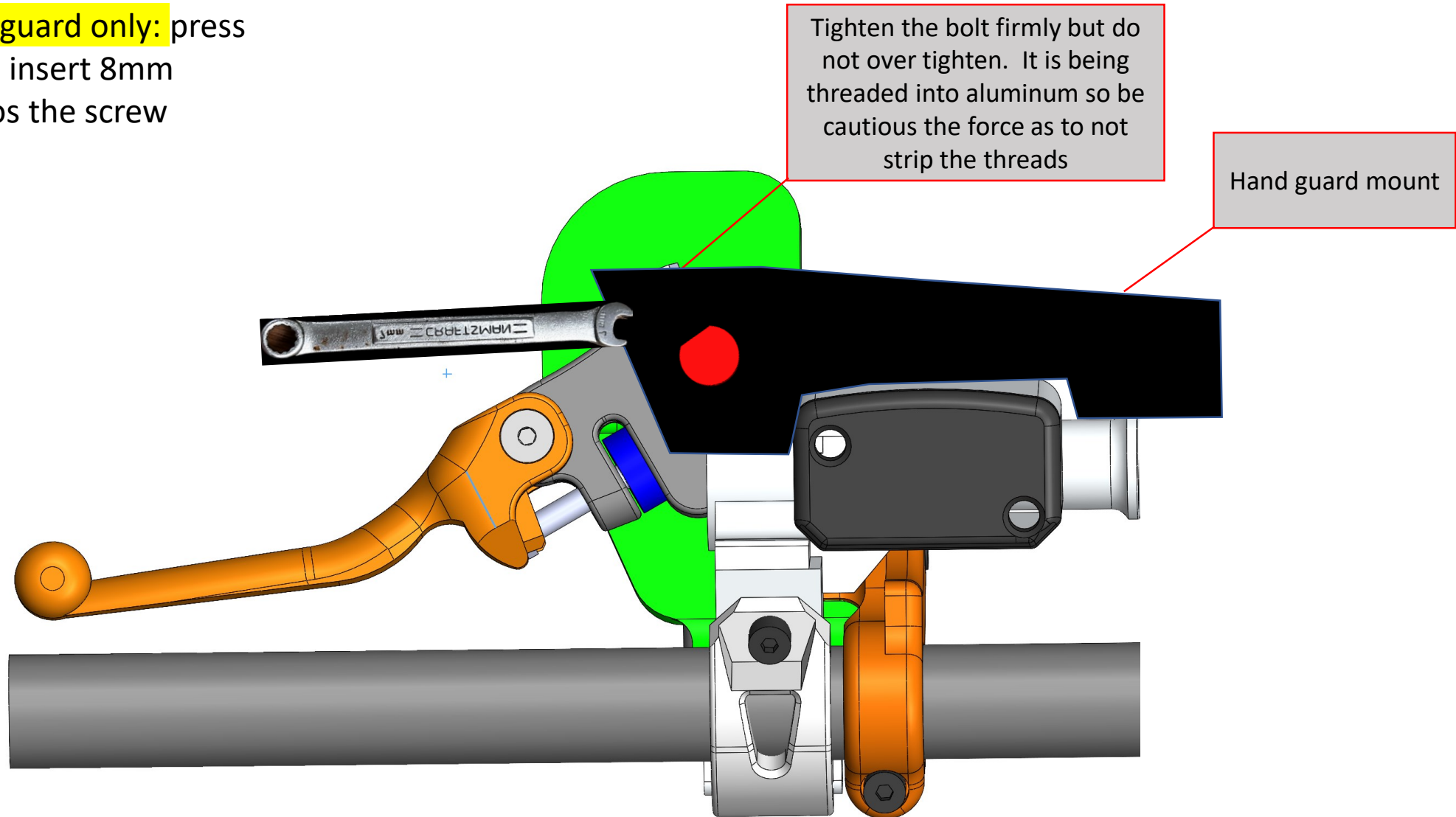


Step 13: Press the linkage from the other side and make sure it's fully inserted into the housing while tightening the bolt with an 8mm wrench.



For flag handguard only, Step 13: Press the on linkage from other side and make sure it's fully inserted to housing while tightening the bolt with 8mm wrench.

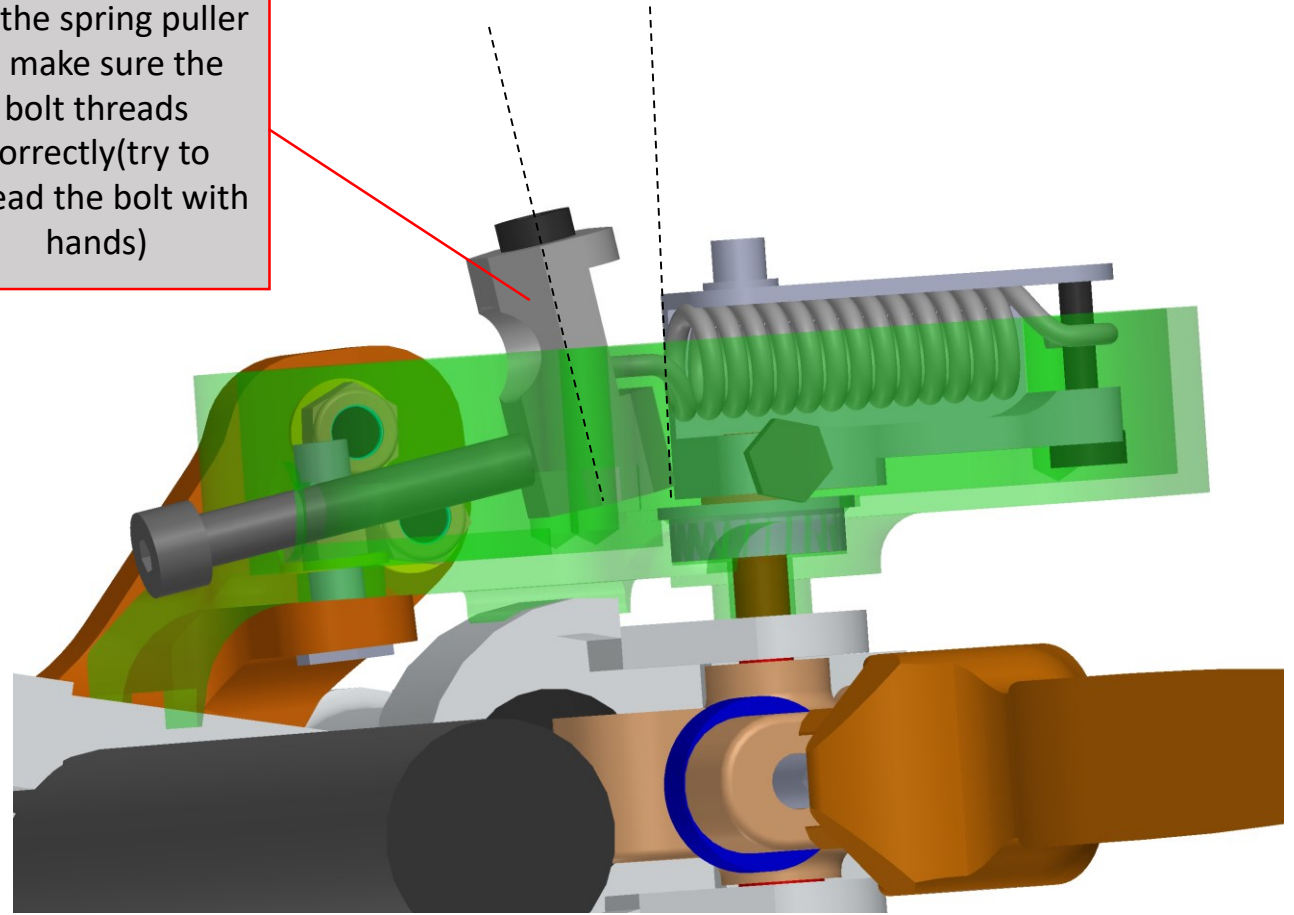
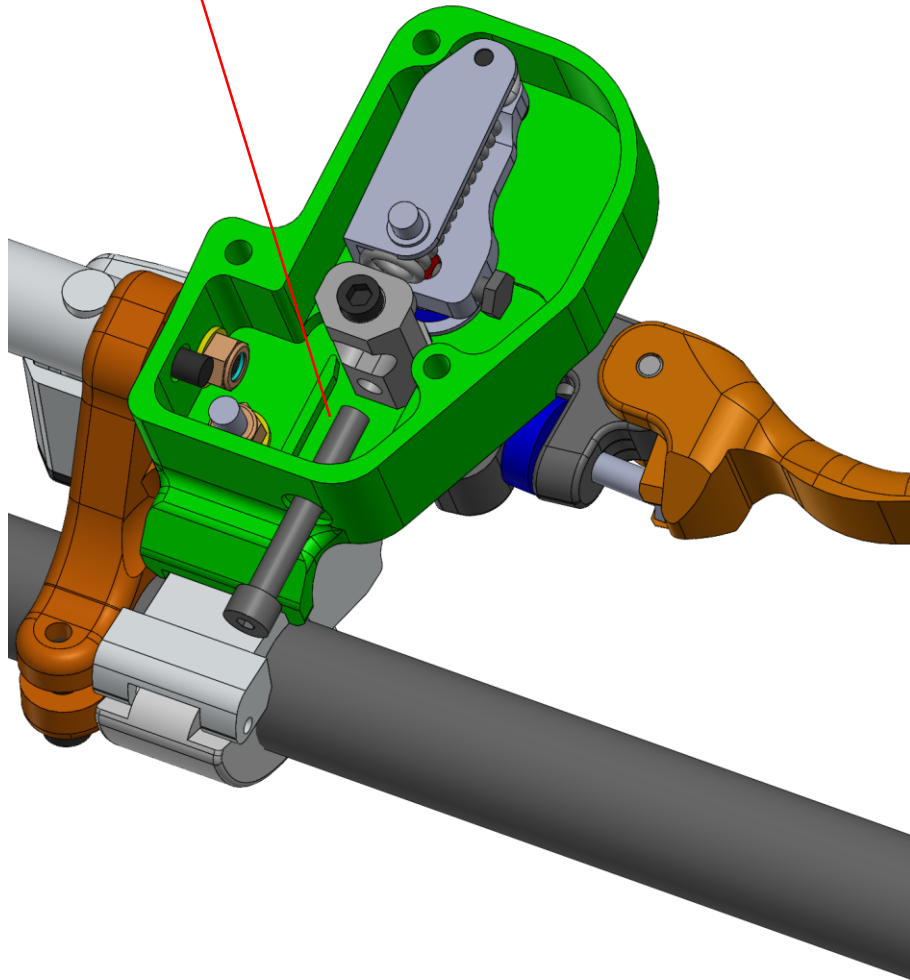
For flag handguard only: press the lever and insert 8mm wrench to close the screw



Step 14: Insert the M5 x 35mm bolt and make sure the spring puller is tilted towards the bolt so it will thread smoothly. Tighten by hand at first to ensure that you don't cross thread the bolt.

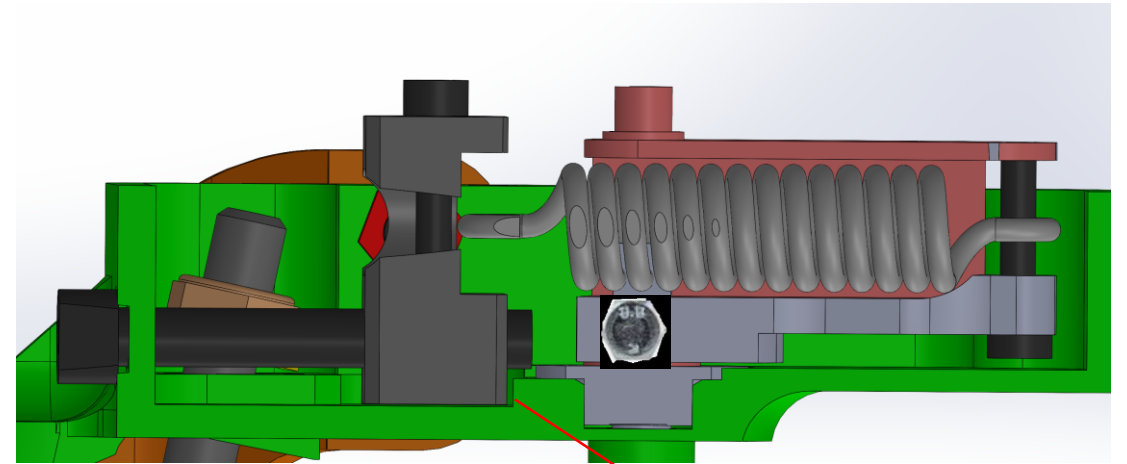
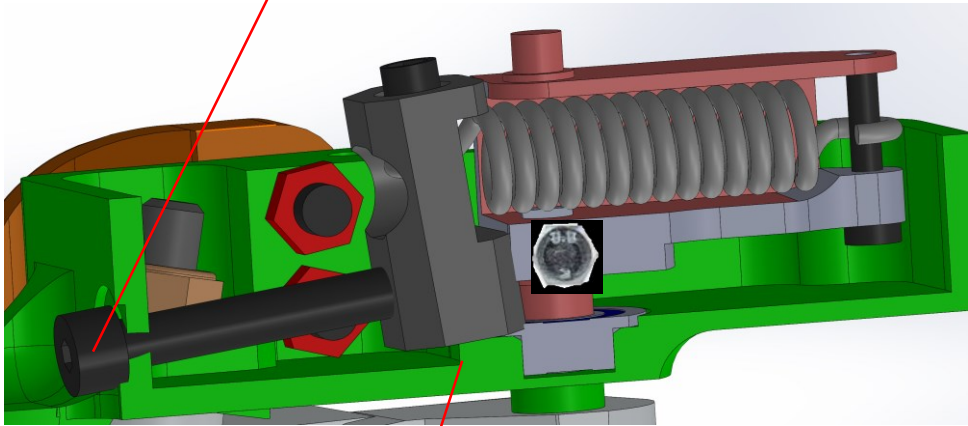
Grease Bolt

Tilt the spring puller to make sure the bolt threads correctly (try to thread the bolt with hands)



Step 15: Tighten Allen bolt until the spring puller slides down the small step and is now parallel with the housing.

Requires more tensioning



Correct position

Spring puller needs to slide down from this step

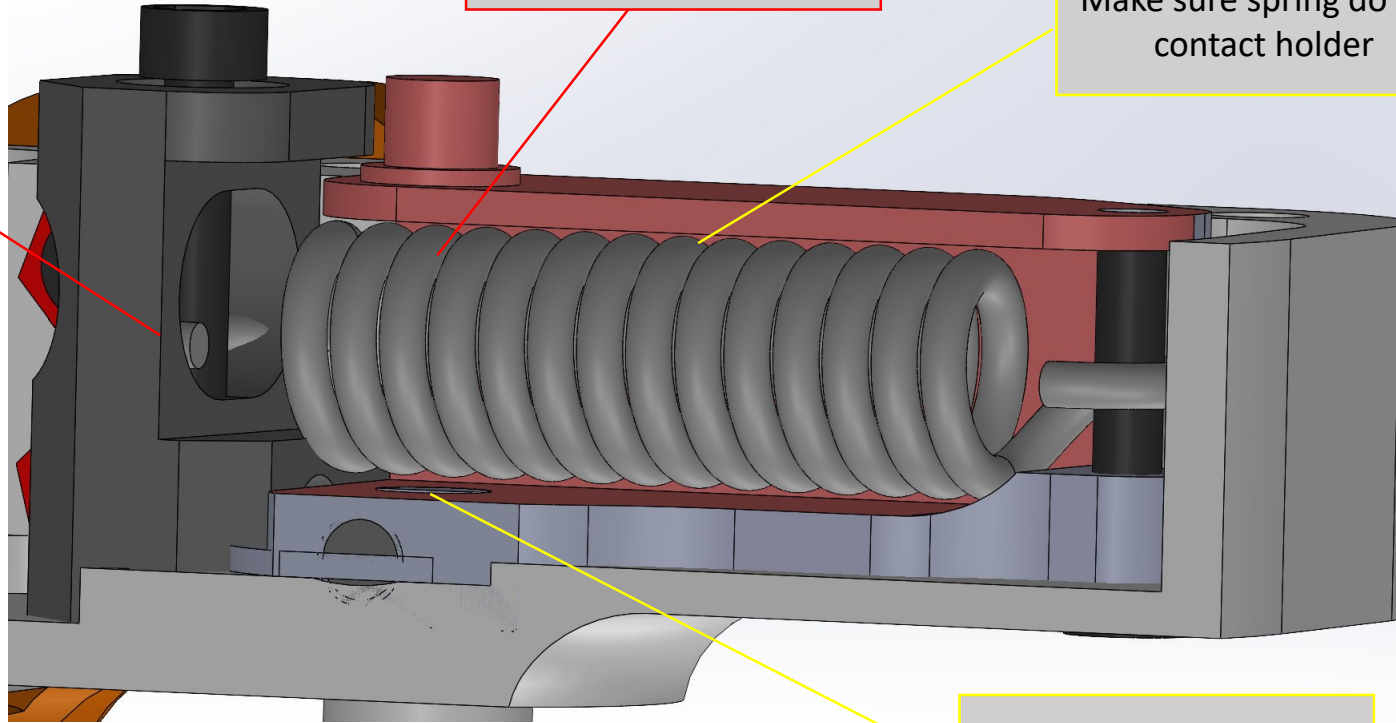


Make sure the spring is located at the middle of spring holder and there are no contact points between them.

Use flat-head screwdriver to adjust spring height

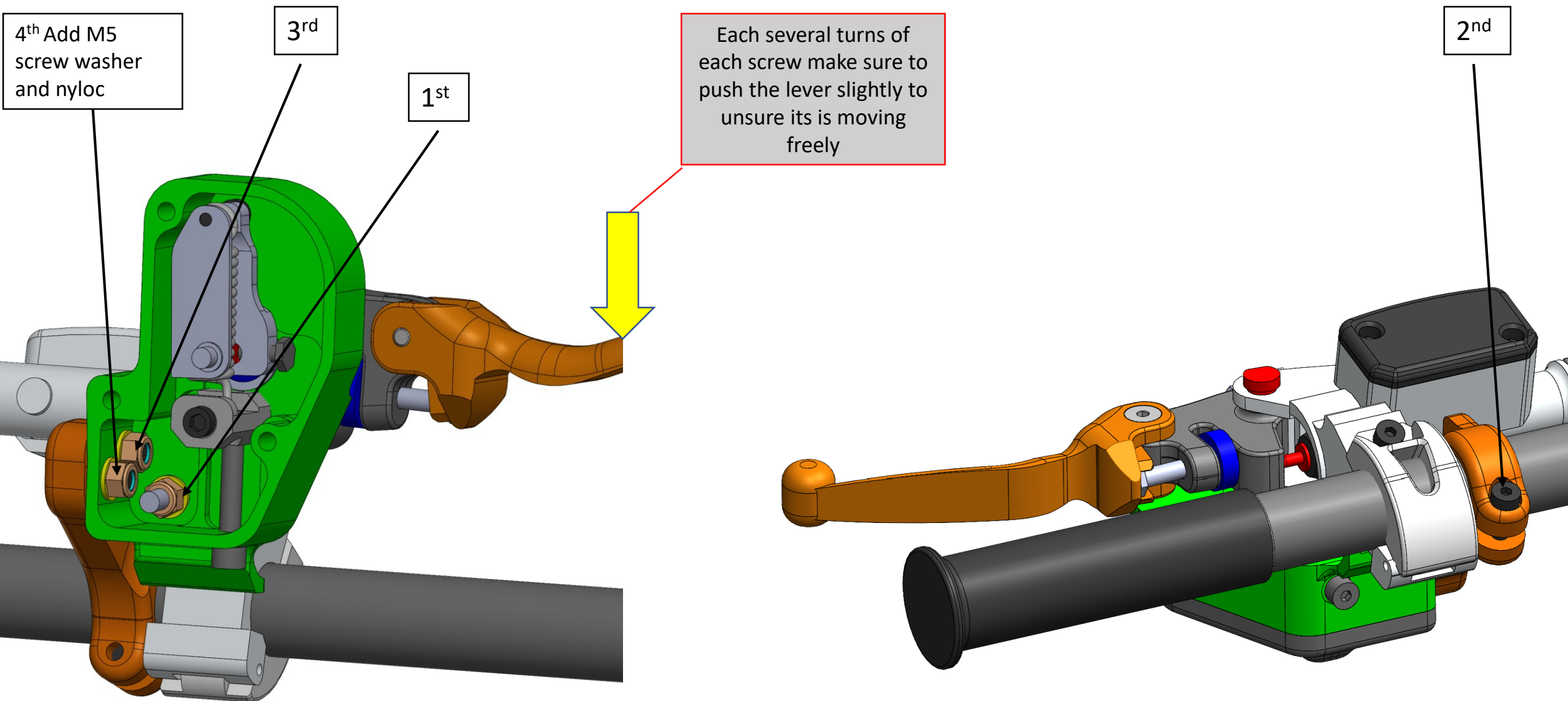
Grease the spring to reduce corrosion

Make sure spring do not contact holder



Make sure spring do not contact holder

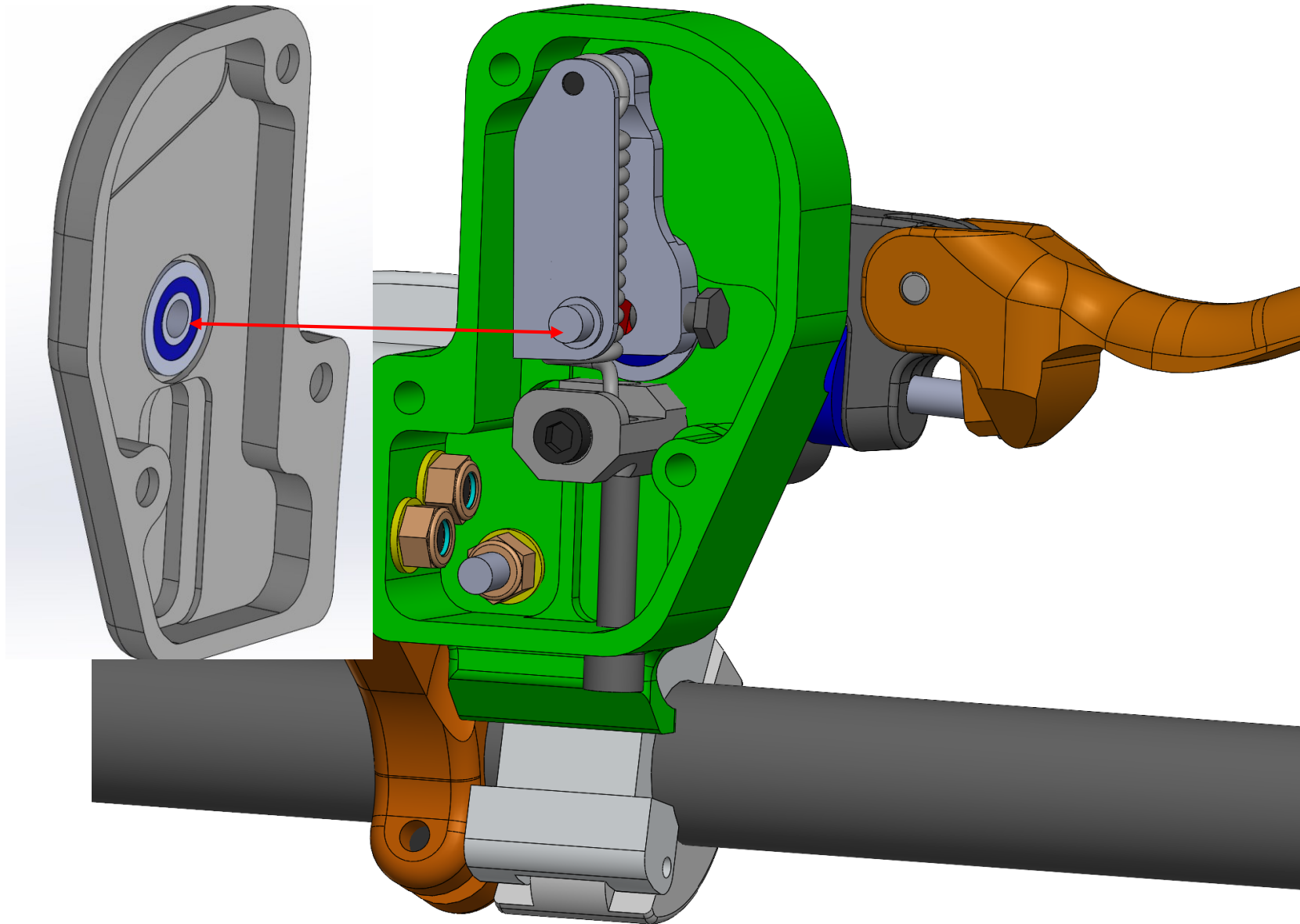
Step 16: important-follow the sequence of tithing the screws, do not over-tighten the bolts



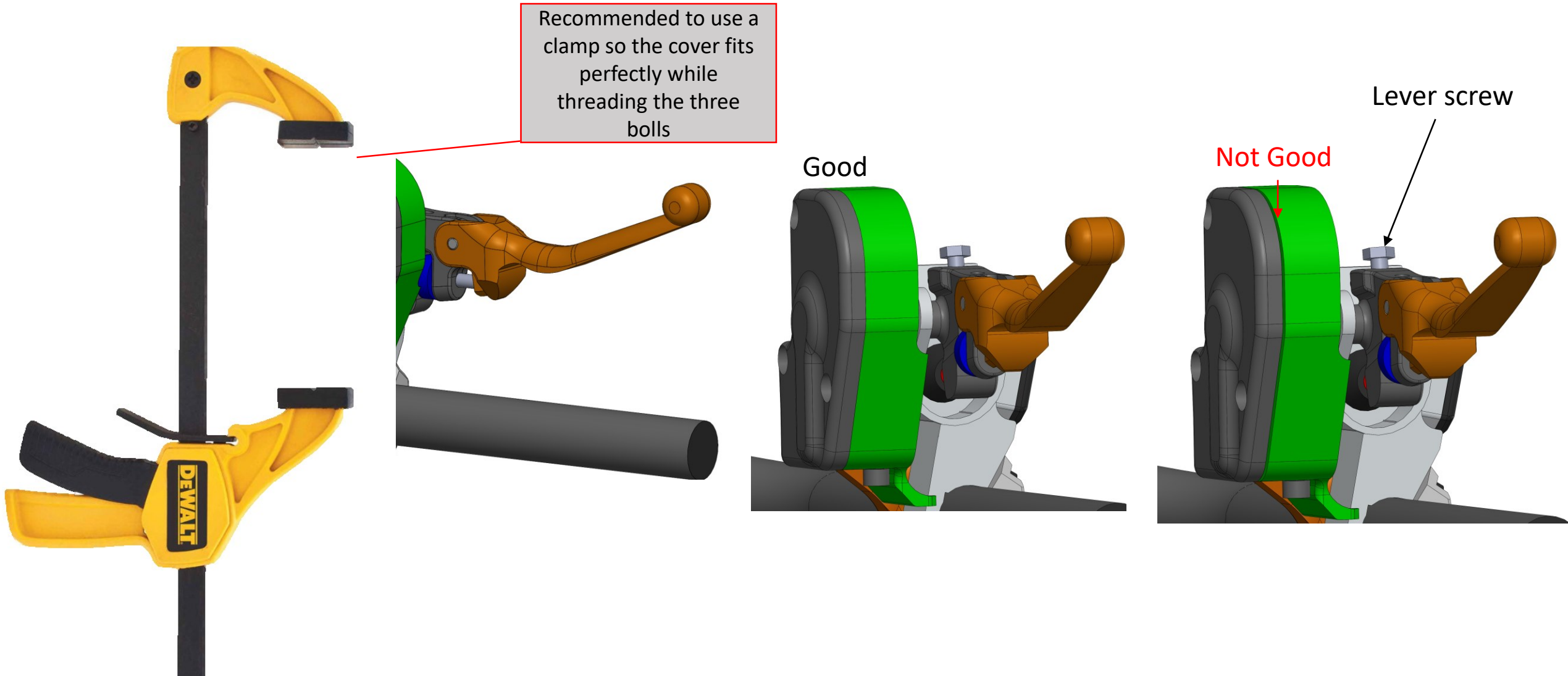
Each several turns of each screw make sure to push the lever slightly to unsure its is moving freely

Trouble shoot: Release second bolt (2nd) and tighten it as last one

Step 17: Place the housing cover ensuring the bearing is centered over the linkage pin.

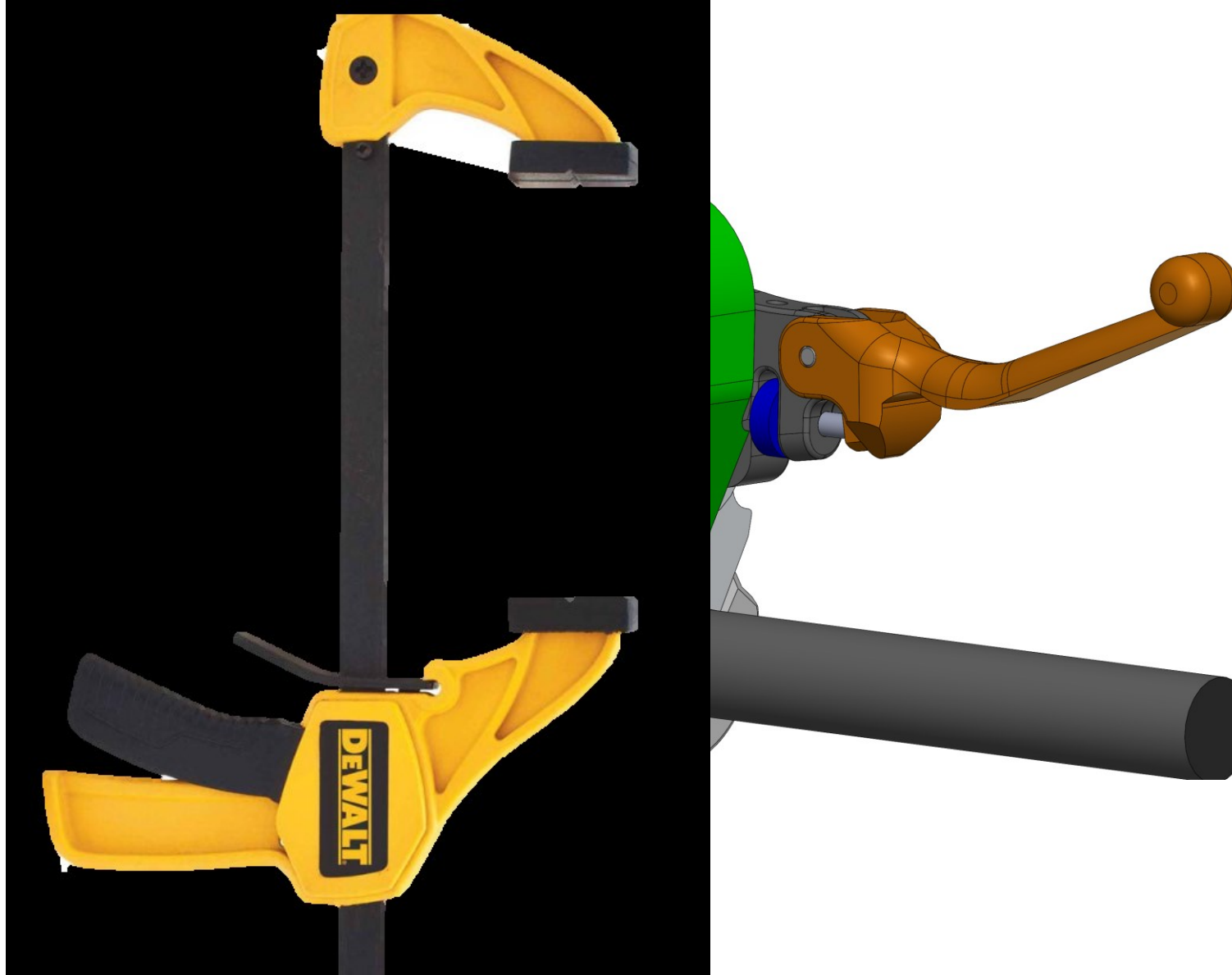


Step 18: Ensure that the cover is flush on all sides of the unit. You should not see any gapping (the bolts do not need to close the gap by force).

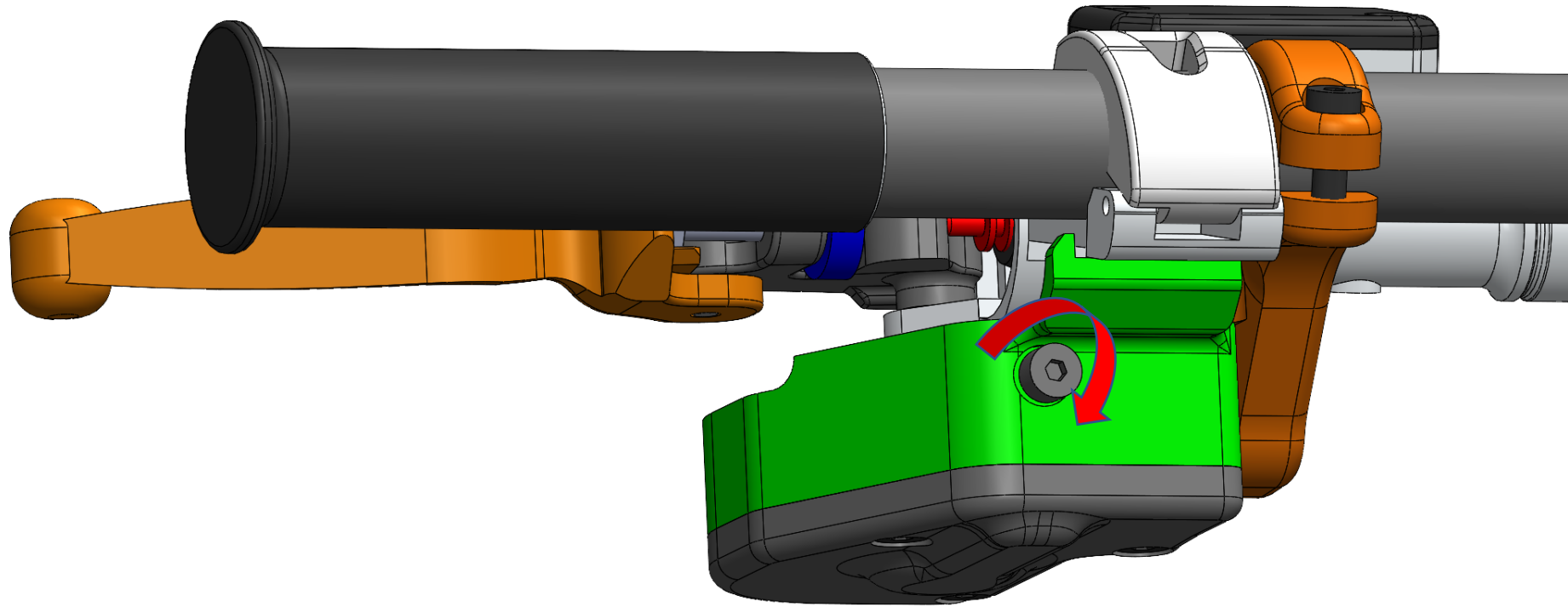


Debug: if the cover has a small gap, make sure step 15 done correctly, also release the “lever bolt” on the lever and repeat step 13 so the linkage is inserted correctly

Step 19: Make sure to thread the screws straight and do not over tighten them.



Step 20: Tighten the 4mm Allen bolt clockwise until the pull is easy but natural and to the desired feel. If the clutch lever does not return after being pulled, back the Allen bolt out a couple of turns so that the lever returns freely and have a blast on your ride 😊.



Release of Liability Disclaimer for Aftermarket Off-Road Use Only, Clutch Assistance System

By installing and using the aftermarket off-road use only clutch assistance system (referred to as "Easy Clutch system"), you acknowledge and agree to the following terms:

- **Assumption of Risk:** You understand that the product is designed for off-road use only and may alter the functionality of the clutch system. The use of the product involves certain risks and hazards, including but not limited to the potential malfunction of the product, resulting in a non-functional clutch. You voluntarily assume all risks associated with the installation, use, and maintenance of the product.
- **Product Limitations:** You acknowledge that the product may not be suitable for all vehicles and that its performance can vary depending on factors such as vehicle condition, modifications, and maintenance. It is your responsibility to ensure the product is compatible with your vehicle and meets your specific needs.
- **Proper Installation and Maintenance:** You agree to follow all instructions provided by the manufacturer for the installation, use, and maintenance of the product. Any failure to comply with these instructions may result in product malfunction and subsequent clutch system issues.
- **Release of Liability:** In consideration for being permitted to use the product, you hereby release, discharge, and hold harmless the manufacturer, distributors, retailers, and their respective employees, agents, and affiliates from any and all claims, liabilities, damages, losses, or expenses arising out of or in connection with the installation, use, or performance of the product, including but not limited to any malfunctions, accidents, injuries, or damage to property.
- **Indemnification:** You agree to indemnify and hold harmless the manufacturer, distributors, retailers, and their respective employees, agents, and affiliates from any claims, actions, damages, liabilities, or expenses (including legal fees) arising from your use of the product, including any claims brought by third parties.
- **No Warranty:** The product is provided "as is" without any warranties, expressed or implied. The manufacturer, distributors, and retailers disclaim any warranties of merchantability, fitness for a particular purpose, or non-infringement. You acknowledge that the product may not always operate as intended and that no guarantees are made regarding its performance or reliability.
- **Governing Law:** This release of liability disclaimer shall be governed by and construed in accordance with the laws of Arizona. Any disputes arising from this disclaimer shall be subject to the exclusive jurisdiction of the courts in Arizona.

By installing and using the product, you confirm that you have read and understood this release of liability disclaimer and agree to be bound by its terms.