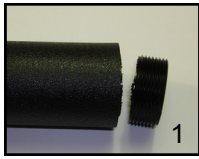




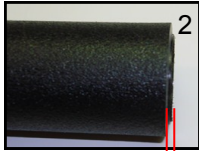
KAOKO™ CRUISE CONTROL KITS : SUZBBCV-0.8 & HDTCV07-0.8

For **VICTORY CRUISER** Pre-2008 models with
21mm Internal diameter (ID) Handle bars.

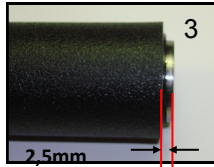
SABS DESIGN
EXCELLENCE
AWARDS
2009



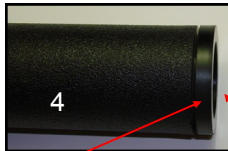
1
Cut off Plastic
Threaded End



2
0,5 to 1.0mm
Hand file so that remaining
plastic protrudes by 0,5 to
1.0 mm from Grip



3
2.5mm
Re-pin Throttle
Assembly so that
handle bar protrudes by



4
Plastic Thrust Washer
Seam Weld



5
2mm
Grub Screw Friction Nut Bar Weight
KAOKO™ Cruise Control Assembly



6
Kit comprises:
LHS & RHS weights
With 2mm & 5mm
keys

KAOKO Kit
Comprises of :

End Weight,
Friction Nut,
Thrust Washer,
2mm Allen key,
Fitting
Instructions

DISCLAIMER: NO RESPONSIBILITY ACCEPTED FOR NON-ADHERENCE TO THESE INSTRUCTIONS

KAOKO™ Safety Warning:

See: www.kaoko.com for further information info@kaoko.com

The KAOKO™ Cruise Control is an aftermarket accessory. Any misunderstood, abused or incorrectly installed motorcycle accessory is a safety hazard that could cause injury or death. It's the rider's responsibility to understand the operation and purpose for which the KAOKO™ Cruise Control is designed, namely, for cruising, only when safe to do so. At all other times the control should be disengaged. The KAOKO™ Cruise Controls are to be used only by experienced and responsible riders. See reverse of page for full indemnity and exclusion of liability.

Note: An adjustment to throttle assembly position may be necessary to suit KAOKO™ Cruise Controls. The throttle assembly position on aftermarket bars, and some OEM bars, is adjustable. The assembly can marginally be re-positioned along the handle bars slightly loosening the throttle assembly clamp screws, and then sliding the throttle assembly along the handle bars (left or right). Once done, firmly tighten the clamp screws to OEM torque specifications. This adjustment is generally not necessary.

Fitting & Operating Instructions:

Step 1: For the **Right Hand Side (RHS)** Control, unscrew chromed end cap from the throttle sleeve. The throttle assembly is pinned to the handle bars and it is necessary to move by approx. 1/2 inch & re-pin to the position shown in picture 3. This is done after modifications are effected per explanations in pictures 1 & 2.

Step 2: Place plastic thrust washer onto the end of throttle as shown in Picture 4.

Step 3: Turn the friction nut so that there is a 2mm gap between the nut and the shoulder of the bar weight (see picture 5) and fully slide the RHS Kit in to the end of the handle bar ensuring the seam weld inside the tube fits into any one of the slots in the stem of the bar weight. Torque the central retaining screw to 20 ft/lb or 26Nm. **IMPORTANT - It is recommended that you use a Quality 5mm Allen socket and torque wrench.** The 5mm key included in the kit is only to add to the bikes tool kit in the event that the bar weight should become loose on a ride. This should never occur if the kit is tightened as described above.

Step 4: Back off the friction nut against the body of the bar weight to disengage the Throttle Control.

Step 5: Set friction nut to the desired resistance by gently tightening the grub screw with 2mm Allen key. The friction nut should be stiff turning. See Picture 5.

Step 6: For **Left Hand Side (LHS) Kit Assembly**, remove the chromed end cap. This end cap is a knock in fit and is generally destroyed by removal. Once the end cap is removed, fully slide the kit into the handle bar ensuring that the seam weld fits into one of the stem slots. Firmly tighten central retaining screw as per step 3.

Operation: The friction nut has a **left hand thread**. In readiness for engagement, it must be adjusted so that it makes light contact with the thrust washer.

To Engage: Whilst rolling on the throttle, the friction nut can be gripped between the small finger and palm of hand. This action tightens the nut and provides sufficient friction to set throttle to the desired opening.

(The friction is such that the rider may still open and close the throttle. It simply has a slight rotational stiffness.)

To Disengage: Whilst rolling off the throttle, grip friction nut between small finger and palm of hand.

VERY IMPORTANT!! The Throttle should open and snap closed freely when correctly disengaged.

Note: The Grub Screw is set to provide the necessary resistance on the thread of friction nut. This may be adjusted periodically to take up wear. (2mm Allen key)

Maintenance: Wash with soapy water regularly (no acid based cleaning materials) and apply silicone based car polish to chromed surfaces. Check tightness of central retaining screws. Adjust grub screw to desired operating resistance.

(O-Ring cushion: 19.6mm I.D. x 2.4mm section — if replacement is required)

Read indemnity on reverse side

27.05.201