

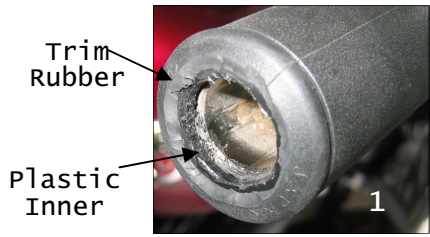


KAOKO™ CRUISE CONTROL KITS : TCK-0.75 & TBK-0.75

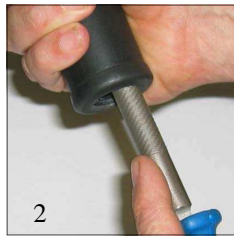
**KAWASAKI vulcan classic 3/4" ID
bars. Models without grip end caps.**

SABS

DESIGN
EXCELLENCE
AWARDS
2009



Trim
Rubber
Plastic
Inner



2



1.5mm Thrust Washer

Friction Nut grub
screw - 2mm Key

cut 3/4" hole into
Ends of Stock Grips

File hole in the plastic
throttle sleeve to same inside
diameter as handle bar tube.

Patens
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"

RSA Registered
Designs
No. A2007/00202
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No. A2007/00204
No. A2007/00205
No. A2007/00206
No. A2007/00207

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.

Fitting & Operating Instructions: Kit comprises left side (LS) and right side (RS) KAOKO™ Bar Weights with a plastic thrust washer, 2mm & 5mm Allen keys.

Step 1: See pic.1 Cut a hole into ends of grips with sharp blade & file per pic.2 (No dismantling of grips is necessary) For the throttle side, neatly trim the rubber on the end of the grip to expose the plastic inner of the throttle sleeve. This exposed plastic must form a seating for the spigot face of the thrust washer.

Step 2: For left side: Fully insert Bar weight into handle bar end. Position any seam weld in the inside of handle bar into one of the grooves of the Bar weight-stem and torque central retaining screw to 20 lb/ft or 26 Nm **IMPORTANT**— It is recommended that you use a high 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 ever become loose on a ride. This should never occur if the Bar weights are tightened as described above.

Step 3: For right side: Turn the Friction Nut so that there is a 1.5mm gap between the nut and the shoulder of the Bar weight body (per picture 3). Position the spigot face of thrust washer against the plastic throttle sleeve and then slide the stem of the Control fully into end of handle bar & up against the thrust washer. Position any seam weld as described per step 2 and tighten the kit as described per Step 2.

Step 4: Back off the Friction Nut against body of Bar weight to disengage the Throttle Control. **VERY IMPORTANT** --The throttle should open and snap closed freely when correctly disengaged.

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 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: while 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. The throttle simply has a slight rotational stiffness.)

To Disengage: while 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 disengaged. Note: The Grub Screw (see picture 3) is set to provide the necessary rotational resistance on the thread of the friction nut. This may be adjusted periodically to take up wear. The nut must be stiff turning.

Maintenance:

Chromed Kits: Wash with soapy water regularly (no acid based cleaning materials) and apply silicone based car polish to chromed surfaces. Take good care not to scratch/impact chromed finish. Check that the central retaining screws are tight.

Black finished kits: Clean regularly and apply silicone based car polish.

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