



KAOKO™ CRUISE CONTROL KIT

SUZBBC & SUZTC: For Models SUZUKI Boulevard MB850, C90, C50, M50, Intruder VS800 & LC1500 For 21mm ID Handle Bars only.

SABS

DESIGN EXCELLENCE AWARDS 2009

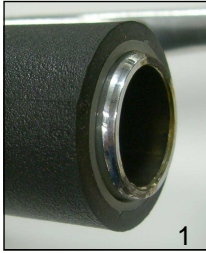
See: www.kaoko.com for further information info@kaoko.com

Patents

"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

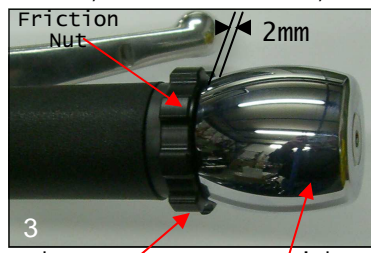
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Bar Weight Removed



Plastic Thrust Washer



Grub Screw Bar weight
KAOKO™ Cruise Control Assembly



Kit comprises:
LHS & RHS weights
with 2mm & 5mm keys

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

KAOKO™ Safety Warning; Read indemnity on reverse side

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;

Step 1: Completely remove the right hand side (RHS) and left hand side (LHS) bar weights as shown in picture 1

Step 2: For Right Hand Side Kit Assembly, place the plastic thrust washer onto the end of throttle as shown in Picture 2.

Step 3: Turn the friction nut so that there is a 2mm gap between the nut and the shoulder of the bar weight (see pic 3) 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. **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 Pic. 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).