



KAOKO™ CRUISE CONTROL KIT : SUZC109 & C109SNUB

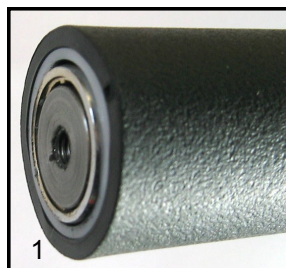
For **Suzuki C109R** Cruiser

SABS

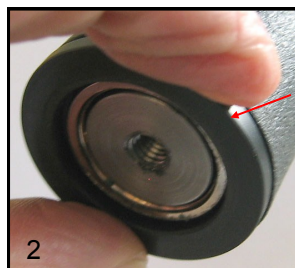
DESIGN
EXCELLENCE
AWARDS
2009

RSA Registered Designs
No. A2007/00202 No. A2007/00205
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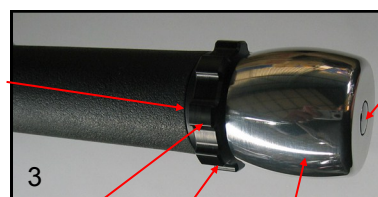
Patents
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"



1
Bar End Cap
Removed



2
Thrust Washer to be slipped over
bar end



3
Thrust Washer
Friction Nut
Grub Screw
Bar weight
Chromed Plastic Plug
KAOKO™ Cruise Control Assembly

KAOKO™ Kit
Comprises of:
RHS only, or,
including LHS weight,
thrust washer,
M6x 20, or, M6x45 &
M6x55 Cap Screws,
2mm Allen key

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.

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:** Completely remove right hand side (RHS) and left hand side (LHS) bar end weights as shown in picture 1. Note: The stock M6 Cap screws each have a chromed plastic cap pressed into the cap heads. These must be carefully prised out using a thin blade and retained for use on the KAOKO™ kit screws. See picture 3.
- Step 2:** For **Right Hand Side Kit Assembly**, place the plastic thrust washer onto the end of bar as shown in Picture 2 then firmly fasten the KAOKO™ end weight onto throttle end as shown in picture 3. Use a mild thread locking adhesive.
- Step 3:** Back off the friction nut against the body of the bar weight to disengage the Throttle Control.
- Step 4:** 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.
- Step 5:** For **Left Hand Side Kit**, there must be no thrust washer and the KAOKO™ end weight is simply tightened in place. Use a mild thread locking adhesive.
- Step 6:** Replace chromed caps into screw heads. 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. It 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 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)

Indemnity:

It is advised that the use of the cruise control is at the sole risk of the rider and by his/her decision to use it he/she does indemnify the manufacturers or organizers, their agents, employees and officers against any claim or action by themselves, their dependants or any other third party arising out of any loss, damage, injury or death suffered.