



Honda Cruisers

**Product TCH-0.75 : VTX1800, 1100
Sabre, Shadow Aero**

**Product TCH-0.8 : VTX1300, Shadow 750, Shadow
1100, Spirit 1100**

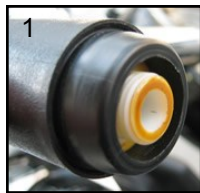
SABS

DESIGN
EXCELLENCE
AWARDS
2009

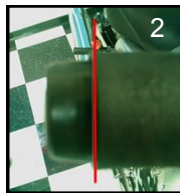
RSA Registered Designs
No. A2007/00202 No. A2007/00205
No. A2007/00203 No. A2007/00206
No. A2007/00204 No. A2007/00207

Patents
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"U.S. Pat. NO. US D593,463 S"
"U.S. Pat. NO. US D593,464 S"

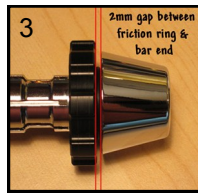
**KAOKO Kit
Comprises of :**



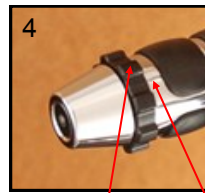
Bar End Cap
Removed



Cut excess grip &
throttle tube



2mm gap



Friction Nut

Grub Screw



Kit comprises:
LHS & RHS weights, spacer,
2mm & 5mm Allen keys

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

KAOKO™ Cruise Control
Assembly

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: Unscrew the right hand side (RHS) bar end caps as shown in picture 1.

Step 2: Using a hack saw or similar cutting tool, cut the excess part of the rubber grip and throttle tube as shown by red line in photo 2. *It is important to get a smooth, even cut.* The remaining throttle tube & grip should hang slightly over the end of the handlebars. This will give you a adequate surface for the friction ring to hold the throttle in place.

Step 3: On the KAOKO™ right hand side (RHS) assembly (with the black friction ring) turn the threaded friction nut so that there is a 2mm gap between the nut and the shoulder of the bar weight (see picture 3) and fully slide the RHS Kit in to the end of the handle bar then tighten the central retaining screw to 28ft-lb or 35Nm.

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 3.

Step 6: For the Left Hand Side (LHS) Assembly, remove the stock end cap, which is glued in place. This can be accomplished with a set of channel locks or by prying it out with a screwdriver.

Step 7: Cut excess rubber grip as in photo 2 above. This can be easily done with a razor blade knife.

Step 8: Slide the spacer over the end of the handlebars. Fully insert the left hand assembly (without the black friction ring) and in to the end of the handle bar then tighten the central retaining screw to 28 ft-lb or 35Nm.

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 with the 2mm Allen key to take up wear.

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 dependents or any other third party arising out of any loss, damage, injury or death suffered.

27.05.2013