



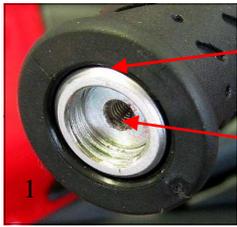
KAOKO™ CRUISE CONTROL KITS: SPTRIP11

Models Triumph Speed Triple 1050 (2011-)

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



Bar Weight
Removed

Throttle
Sleeve

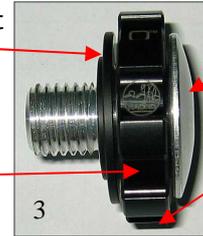
Threaded
Insert to
be removed
to expose
thread per
picture 2



Threaded Insert
removed
(and)
Thrust Washer
fitted to throttle
sleeve

Plastic Thrust
Washer

Friction
Nut



KAOKO™
Bar
Weight

Grub
Screw

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.

Fitting & Operating Instructions :

Step 1: Completely remove the right hand side bar weight as shown in picture 1.

Step 2: completely remove the threaded insert to expose the larger ID thread as shown in Picture 2. In some cases this threaded insert cannot be easily removed. In this case, insert the OEM bar weight central retaining bolt to the insert with a high strength thread locking adhesive. This should provide sufficient resistance to remove the threaded insert. Failing this contact your Triumph Dealer and have their mechanic remove the insert for you.

Step 3: Insert the plastic thrust ring into end of throttle sleeve as shown in Picture 2

Step 4: Screw in the KAOKO™ Cruise Control kit as shown in picture 3 and firmly tighten with an 8mm A/F hex key.

Note: It is recommended to use a mild thread locking Adhesive.

Note: Prior to screwing in the kit, ensure the friction nut is backed up close to the shoulder of the Bar Weight.

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 plastic 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. The Throttle 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 -2mm A/F hex key- (see picture 3) is set to provide the necessary rotational resistance on thread of friction nut. This may be adjusted periodically to take up wear. The nut must be stiff turning

Maintenance: Remove kit annually. Unscrew friction nut and brush clean threads with mild soap. Apply petroleum jelly to threads and assemble. 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.