



KAOKO™ CRUISE CONTROL KITS: YAMSTAR & YAMLINER

YAMAHA Road Star & V Star (Pictures 2 & 3)
YAMAHA Roadliner & Stratoliner (Picture 4)

SABS

DESIGN
EXCELLENCE
AWARDS
2009



Bar Weight
Removed

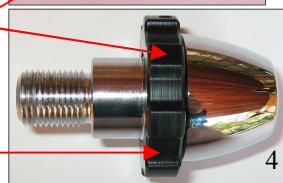
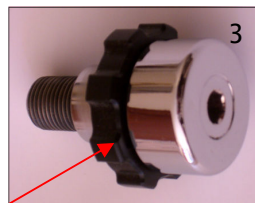


KAOKO™ Cruise Control Assembly

Rubber or
Chromed
Plug
into 8mm

Friction
Nut

Grub Screw



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
No. A2007/00202
No. A2007/00203
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:

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 :Note that these fitting instructions generally apply to the YAMSTAR and YAMLINER kits.

Step 1: Completely remove the right hand side bar weight as shown in picture 1. This is un-screwed using an 8mm A/F hex key after the rubber or chromed plug has been removed.

Step 2: Ensure that the friction nut is adjusted up close to the shoulder of the Bar weight. 2 copper washers are provided in cases where additional play is required. In most cases they will not be required.

Step 3: Screw in the KAOKO™ Cruise Control kit as shown in picture 2 and firmly tighten (8mm A/F hex key). It's recommended to use mild thread locking adhesive.

Step 4: Replace rubber or chromed plug into hex hole of the KAOKO™ kit. It is advised to use a light application of silicone adhesive on the plug.

Step 5; Set friction nut to the desired rotational resistance by gently tightening the grub screw with 2mm key. The 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 throttle sleeve.

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 friction nut should be stiff turning

Maintenance: Periodically polish Bar weight with automotive polish. 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 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.

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