



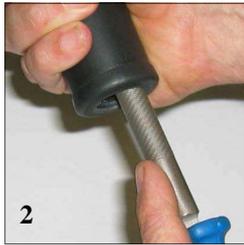
**KAOKO™ CRUISE CONTROL KITS:**  
 HDTC, HDTB, HDBBC, HDBBB, HDCBC, HDCBB, HDSNUB, HDTC-0.8,  
 HDTB-0.8, HDBBC-0.8, HDBBB-0.8, HDCBC-0.8, HDCBB-0.8, HDSNUB-0.8

**HARLEY DAVIDSON**  
**7/8" ID Stock and 21mm ID Aftermarket Handle Bars**

**SABS**

DESIGN  
EXCELLENCE  
AWARDS  
2009

RSA Registered Designs Patens  
 No. A2007/00202 No. A2007/00205 "U.S. Pat. No. US D593,462 S"  
 No. A2007/00203 No. A2007/00206 "U.S. Pat. No. US D593,463 S"  
 No. A2007/00204 No. A2007/00207 "U.S. Pat. No. US D593,464 S"



1  
Cut 7/8" hole into ends of Stock Grips

2  
File hole in the plastic throttle sleeve to same ID as handle bar tube.

LHS RHS  
**KAOKO™ KIT**

**KAOKO™ KIT Installed**

See: [www.kaoko.com](http://www.kaoko.com) for further information [info@kaoko.com](mailto:info@kaoko.com)

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:** Kit comprises Left Hand Side (LHS) and Right Hand Side (RHS) Bar Weights incl. 2mm & 5mm Allen key. Or, a RHS only in the case of products HDSNUB and HDSNUB-0.8; and follow instructions below only for the RHS fitting.

**Step 1:** See pic.1 For stock grips, cut a hole into ends of grips and ream or file per pic.2 In all cases, file down the height of the seam weld in ID of the handle bars to approx. 0.5mm or 0.020 inch. (No dismantling of grips is necessary)

**For aftermarket grips with removable end caps,** pry off end caps and enlarge the hole to 7/8" diameter by means of reaming or filing per picture 2

**For aftermarket grips with solid ends,** dismantle both grips and accurately drill a 7/8" diameter hole into the grip ends and assemble the grips. Blow out all the shavings or filings from the inside of handle bar before fitting the KAOKO™ kit.

**Step 2:** Fully insert LHS Bar Weight into handle bar end. Position seam weld into one of the grooves of the stem & torque central screw to 20 lb/ft or 26 Nm.

**IMPORTANT— It is recommended that you use a high 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 ever become loose on a ride. This should not occur if the Bar Weights are tightened as described above.

**Step 3:** Turn the Friction Nut so that there is a 2mm gap between the nut and the shoulder of the Bar weight body (per picture 3) then with the thrust washer placed over the stem of Control, proceed per Step 2 above

**Step 4:** Back off the Friction Nut against shoulder 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 grub screw to the **Note** under **Maintenance** below.

**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:** 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. The throttle 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 disengaged.

**Maintenance:** wash with soapy water regularly (no acid based cleaning materials) and apply silicone based car polish to exposed surfaces. Check that the central retaining screws are tight. **Note:** The Grub screw (see pic 3) is adjusted (2mm key)

to provide the necessary rotational resistance of the friction nut. This may be adjusted periodically to take up wear. The nut should be slightly stiff turning. Every few years it may be necessary to remove RHS and fully brush clean threads with soapy water, apply petroleum jelly to threads and set grub screw as above.

**(O-Ring cushion: 19.6 mm I.D. x 2.4 mm section – if replacement is required)** 02.10