



KAOKO™ CRUISE CONTROL KITS:
SUZBBCV08, HDTCV08-0.8, YAMWAR, YAMWARSNUB
For VICTORY (2008–current models) &
YAMAHA XVS650 & warrior



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. A2007/00205
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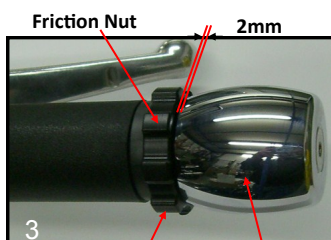
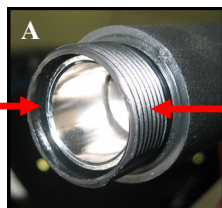


1
**Bar End Cap
 Removed**

**For Yamaha Warrior and
 XVS650 Models:**
 trim the plastic thread on
 the end of the throttle
 sleeve by approx. 4mm
 making it flush with end of
 handle bar tube



2
**Thrust Washer—recess
 Facing Throttle Sleeve**

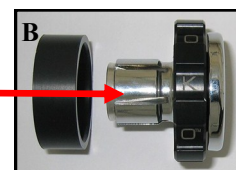


3
Friction Nut **2mm**
Grub Screw **Bar weight**
KAOKO™ Cruise Control Assembly

The supplied black thrust
 washer will pass over the
 remaining thread.



4
**Kit comprises:
 LHS & RHS weights**



YAMWARSNUB

**KAOKO Kit
 Comprises of :**
 End Weight,
 Friction Nut,
 Thrust Washer,
 2mm Allen key,
 Fitting
 Instructions

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: **For Yamaha Warrior and XVS650 models:** Remove the Chromed end cap from your throttle sleeve, trim the plastic thread on the end of the throttle sleeve by approx. 4mm bringing it flush with the end of the handle bar tube. The supplied black thrust washer will pass over the remaining thread. See picture A above.

Step 1: **For Victory Models:** Completely remove right hand side (RHS) and left hand side (LHS) end caps as shown in picture 1. The caps are plastic "knock in" and can be gently prized out of the handle bar using a pair of opposing flat screw drivers as levers.

Step 2: For **Right Hand Side Kit Assembly**, place the plastic thrust washer onto the stem of the KAOKO™ Control as shown in Picture 2 and slide the control into the end of handle bar. Ensure the recess on the one side of the thrust washer faces the end of the throttle sleeve.

Step 3: Turn the 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 20lbf.ft or 26Nm. **IMPORTANT - It is recommended that you use a 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 become loose on a ride. This should never occur if the kit is tightened as described above.

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 **Left Hand Side Kit Assembly**, fully slide the kit into handle bar. See picture 4. Firmly tighten central retaining screw as per step 3.

Note: For product **YAMWARSNUB**; no assembly on the left hand side is necessary. Follow fitting instructions above for RHS (Throttle Side) only.

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.