

“CAM-LOCK”
CAN-AM SPYDER
INSTALLATION INSTRUCTIONS

Please read complete directions before commencing the installation.

- (1) With a Phillips head screwdriver, LOOSEN, but do not remove the screw holding the grip end-cap in place. By loosening the screw, the wedge expanded, rubber plug portion of the end-cap is then relaxed and may be pulled out as a unit.**

- (2) Remove the rubber grip from the black plastic throttle sleeve. This is not glued on but is held in place by four rows (of three grooves each) spaced at 90 degrees which correspond to ridges on the plastic throttle sleeve. To aid in releasing/unlocking these grooves & ridges, insert a small diameter Phillips head screw driver or nail, etc. Between rubber grip & plastic sleeve and roll same around the circumference. A little WD40, sprayed in through the red plastic ‘straw’ placed next to the screwdriver will make grip removal even easier. If WD40 is used...wash removed rubber grip immediately with dish soap.**

- (3) Since the “Cam-Lock” will take up a ½” of space on the plastic throttle sleeve, ½” must be removed from the front of the rubber grip. This is most easily (and accurately) accomplished using the wooden cutting jig kit enclosed.**
 - A) Insert wooden dowel into the front of the rubber grip until flush with ‘its’ face. This supports the rubber and provides a cutting surface.**
 - B) With the grip face (and dowel) against the step of the wooden block, rotate the grip against the razor blade (paper protector removed). There is no need to try a complete cut/separation in a single rotation. For even better/easier accomplishment – hold wooden block in a vise (flat side of razor blade up) and rotate grip with both hands.**
 - C) The cut will be @ the forward point of the detents that run parallel to the handle bar.**
 - D) Remove the cut portion and dowel.**

- 4) Remove the pan head screw in the bottom of the switch housing (between the throttle cable tubes) and substitute w/the socket head cap screw, using the allen wrench provided. Tighten against the throttle cables retainer.
- 5) Slide the “CAM-LOCK” forward onto the black plastic throttle sleeve rotating slightly, if necessary, to pass over the four rows of intermittent ridges.
- 6) Loosen/remove the two inset socket head cap screws in the “L” bracket with allen wrench provided. Re-install the “L” bracket locating the hole over/around the socket head cap screw you installed in #4 above, - tighten.
- 7) Slide thin black delrin washer over throttle sleeve all the way up against the “Cam-Lock” (VERY tight over ridges, so two washers are provided in case you break the first one).
- 8) Reinstall (modified) rubber grip, noting alignment of the ridges in plastic sleeve with grooves in grip.
- 9) Re-install endcap assembly with Phillips head screw driver. Do not push too far into handlebar or it will cause ‘drag’ on the end of the rubber grip.

ADJUSTMENT AFTER INSTALLATION

1st With “CAM-LOCK” disengaged, twist throttle to insure no bind or drag exists.

2nd Engage “Cam-Lock” and tighten or loosen the adjusting nut (with the ‘key ring’ wrench provided) until the throttle can be rotated but friction is sufficient to hold it from rotating when hand is removed.

3rd Disengage “Cam-Lock” and make sure throttle rotates freely.

Any questions – call: MADCO @ (619) 423-5693