

# CAM-LOCK INDIAN INSTALLATION INSTRUCTIONS

**Please Read/understand completely before commencing**

The 'Cam-Lock' for Indian Motorcycles is easily installed using the sequence listed below. No throttle grip removal is required.

- 1) Slide the 'Cam-Lock' all the way over the grip to the switch housing. The "X" in black marker should be against switch housing.
- 2) Attach the S/S sheet metal "L" bracket to the flat surface machined on the O.D of the 'Cam-Lock' by using the two 10-24 x 1/4" button head (socket) machine screws. NOTE: When screws are tightened, the inward leg of the "L" bracket should be in the gap between the grip and the switch housing. The 1/8" allen wrench is provided.
- 3) From between the two throttle cable tubes on the bottom of the switch housing – Remove the O.E.M. screw & replace it with the M5x10 socket head cap screw (found in the packet along with the aluminum "L" bracket & two 10-24 x 5/8" SHCS) using the 5/32" allen wrench provided.
- 4) Using the wrench & two remaining 10-24x5/8' SHCS, Attach the aluminum L bracket to the 'Cam-Lock's' O.D. so when Tightened, the hole in the forward leg fits over & around the M5x10 SHCS installed in the #3 above. The engage/disengage' lever location will be at halfway between the start button & red "kill" switch.
- 5) This step provides anti-rattle assurance (when disengaged). On the surface of the 'Cam-Lock' facing your hand (not the O.D.) there is a tapped hole at halfway between the split & the flat. In this hole.

- (A) Install the green, nylon tipped 10-24x3/8" socket head set screw. Adjust the green tip carefully against the switch housing until MOST of the looseness disappears. NOTE: too tight and the throttle will bind.
- (B) Install the other set screw & tighten against the first to lock the above adjustment (a 3/32" ball-point allen wrench is provided to ease installation.)

### **ADJUSTMENT AFTER INSTALLATION**

1<sup>ST</sup> - Disengage "CAM-LOCK" and twist throttle to insure no bind or drag exists.

2<sup>nd</sup> - Engage "CAM-LOCK" and back off 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.

3<sup>rd</sup> - Disengage "CAM-LOCK" & make sure throttle rotates freely.