

# CAM-LOCK KAWASAKI

Series: Vulcan, Nomad and Drifter

## Installation instructions

Please read completely before commencing installation

### REMOVAL

The installation requires removal of the rubber grip from the internal (plastic) sleeve and the removal of the chrome/plastic end cap and trim ring fittings which can be accomplished by:

1. Unscrewing the chrome/plastic end cap and trim ring fittings by turning clockwise (looking at then end of handlebar) it's a left hand thread.
2. With an ice-pick, 16d nail, Phillips head screw driver or similar probe, insert between rubber & white plastic to separate.
3. With the probe still in place, squirt some WD-40 into the opening through the small red tube.
4. Repeat #2 and #3 at additional locations around the grip.
5. Wiggle the probe at the various locations until they join and the probe can be rotated all the way around the joint.
6. Slide the rubber grip & chrome/plastic trim ring (pull out "O" ring retainer) off the plastic sleeve or, starting at the forward end, roll it back over itself until completely off the plastic sleeve.
7. If re-using the OEM rubber grip, wash the WD-40 off now with dish soap & warm (not hot) water before solvent is absorbed.
8. Clean all WD-40 residue off the plastic throttle sleeve.
9. Then - toward the front of the plastic throttle sleeve, under where the forward trim ring was located, you will find a small, molded in tab that prevented rotation of the trim ring. For proper action, this "tab" must be removed. This can be accomplished by using a file, or, the single edged razor blade and the emery board that is provided in this kit.

## INSTALLATION O.E.M. GRIP

1. Slide the "CAM-LOCK" onto the throttle sleeve all the way up to the switch housing and with the 'prong' (small piece attached w/two screws) in between the two throttle cable tubes.
2. Engage "CAM-LOCK" by pushing down on the thumb lever.
3. With the throttle sleeve pushed all the way forward into the switch housing - tighten the ¼" silver lock adjusting nut with the "key-ring" wrench provided so that the "CAM-LOCK" firmly grips the plastic sleeve. This will prevent it from slipping out of place until the rubber grip is put back on.
4. If re-using the O.E.M. grip, the chrome/plastic trim ring and the rubber "O" ring are not used.
5. Pay close attention to the orientation of the 'lands" (on the plastic sleeve) and the 'grooves' (in the rubber grip) as there is only one position in which they fit together properly.
6. Slide the black "Delrin" washer all the way forward (very tight over ridges on the sleeve) until it drops into the groove next to the "CAM-LOCK".
7. Slide the rubber grip all the way up onto the white plastic sleeve so that the leading edge touches the "Delrin" washer.
8. Snap in the end cap or reinstall bar end balance/weight in the reverse order of removal.

## ADJUSTMENT AFTER O.E.M. GRIP IS INSTALLED

1. Disengage "CAM-LOCK" and twist throttle to insure no bind or drag exists.
2. Engage "CAM-LOCK" and back off the adjusting nut (with the 'Key-ring" wrench provided) until throttle can be rotated but friction is sufficient to hold it from rotating when hand is removed.
3. Disengage "CAM-LOCK" & make sure throttle rotates freely.



Any questions call: MADCO (619) 423-5693