

CAM - LOCK / SUZUKI TYPE C

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 in the following manner/

1. Unscrew the chrome/plastic end cap fitting by turning counter-clockwise (looking at the end of handle bar).
2. With an ice-pick, 16d nail, Phillips head screw driver or similar probe, insert between rubber & black plastic to separate.
3. With the probe still in place and using the small red tube (usually provided) squirt WD-40 into the opening alongside probe.
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 off the plastic sleeve or, starting at the forward end, roll it back over itself until completely off the plastic sleeve. NOTE: There is a rubber "O" ring that must be removed in order to slip off the chrome/plastic trim ring.
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.

SEE: PAGE TWO FOR CONTINUED INSTALLATION INSTRUCTIONS

INSTALLATION

1. With a Phillips (+) screwdriver, remove the single, centerline screw on the bottom of the switch housing and substitute it with the washer and socket head screw in the kit, using the Allen (L-wrench) provided (the head will protrude @ 1/8").
2. Slide the 'CAM-LOCK' onto the plastic throttle sleeve – all the way up to the switch housing.
3. Next – slide the thin, black delrin washer all the way forward (it is VERY tight over the ridges on the sleeve) until it drops into the groove next to the 'CAM-LOCK'.
4. Using allen (L-wrench) remove the two 3/4" socket head screws from 'CAM-LOCK' & install the 'L' shaped rotational stop at this position – long leg forward- using these screws. Tighten screws only when the square cut-out fits freely over the protruding head of the substitute screw installed in #1 above.
5. With the 'CAM-LOCK' engaged (thumb lever pushed down) tighten the 1/4" silver lock adjusting nut with the 'key ring wrench' provided so the 'CAM-LOCK' firmly grips the plastic sleeve. This will prevent it from slipping out of place while the rubber grip is re-installed.
6. If re-using O.E.M. grip, chrome/plastic trim ring is not used.
7. 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. Slide the rubber grip all the way up onto the plastic sleeve so that the leading edge touches the black, delrin washer.
8. Screw on the chrome/plastic end cap.

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' and make sure throttle rotates freely.

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