

READ THIS NOW

Custom Cycle Control Systems **-Quality Control Cover Sheet / Terms and Conditions-**

1. Do not use a knife, box cutter or any other sharp tool to remove packaging from control system or any other products purchased from *C.C.C.S. Custom Cycle Control Systems, Inc. will not be responsible for any damage during unpacking.
2. If you feel any damage has incurred during shipping, all claims must be made with the shipping service provider not Custom Cycle Control Systems, Inc.. All systems are fully insured during shipment.
3. Fully inspect all products upon receipt.
4. All systems have passed pressure tests for hydraulic fluid leaks.
5. All switches and wiring have passed tests for continuity. Improper wiring of switches resulting in any damaged component on the motorcycle releases CCCS of any replacement liability.
6. All chromed surfaces have been inspected and have met all of CCCS's quality control tolerances. BARS: All welds on CCCS bars are polished smooth and may reveal slight pitting in the welds. This is a common occurrence in the manufacturing process of polishing welds. All bars are inspected and have met all of CCCS's quality control tolerances.
7. Any and all claims must be made within fifteen (15) days from shipping date. NO EXCEPTIONS.
8. All returns/claims must receive authorization from C.C.C.S. All return shipping charges are the sole responsibility of the customer not Custom Cycle Control Systems, Inc.
9. ***Upon installation you must be certain that the set screws that hold the control housing to the bar are locked down securely per specifications stated in the installation instructions.

All products must be installed by legitimate motorcycle businesses. Custom Cycle Control Systems, Inc. will not be responsible for any labor costs under any circumstance. Our warranty is limited to repair or replacement of defective products for up to ninety (90) day from shipping date. This warranty does not cover damage caused by improper installation, negligence, alteration or misuse. We will not accept returns of any products that have been damaged, modified or improperly installed. Custom Cycle Control Systems, Inc. will not be responsible for incidental damages arising from or in connection with the use of any part sold by Custom Cycle Control Systems, Inc.

Remember to use extreme caution when installing chromed parts; chrome finish is very fragile. Upon installation of our products - return authorizations will NOT be granted for pits, chips, dings, etc. in the chrome finish. Only manufactures defects will be covered.

CUSTOM CYCLE CONTROL SYSTEMS



www.CustomCycleControls.com 702.438.2129 Las Vegas, USA

Congratulations! PLEASE READ & UNDERSTAND CCCS' TERMS & CONDITIONS BEFORE INSTALLATION! You are about to install the most streamline, state-of-the-art hand control "system" on the planet! These instructions provide general information for a typical installation. Your application may differ. Our systems are new to the motorcycle industry, PLEASE READ & FOLLOW OUR INSTRUCTIONS. We recommend having a certified motorcycle mechanic install your control system. If you encounter any difficulties during the installation process you may contact us at 702.438.2129 / toll free 1.866.438.2129 / info@customcyclecontrols.com. We are happy to help!!

ATTENTION

Immediately inspect your system for any defects or missing items. If you need to make a claim contact CCCS immediately! The warranty does not cover the chrome finish or any of the switches during or after the system is installed on your motorcycle. See Terms for Details.

PRE INSTALLATION:

1. Use DOT-5 silicone based brake fluid ONLY. Use of other brake fluids will void the warranty.
2. Be sure to use a medium strength thread lock on ALL nuts, bolts and set screws.
3. Make sure all the necessary parts and special tools have been shipped. Refer to the list of contents below.

LIST OF CONTENTS:

ASSEMBLED SYSTEM. (1 set of controls, switches, 15 wires, 2 throttle cable housings, 2 hydraulic hoses, handlebars, *risers bushings, washers and nuts, and grips. (*depending on system ordered).

- 2- inner throttle cables.
- 4- "add-on" throttle cable barrels.
- 2- throttle cable ferrules for carburetor brackets.
- 1- 1/4/20 bolt with one washer and one nut.
- 1- funnel. (inside throttle grip-see instructions.)
- 2- "add-on" female hydraulic hose fittings.
- 1- 30A, 5 pole hi/low beam relay

CCCS supplies the items needed for "the system". You will need the "bike specific" items: banjo bolts & fittings, electrical connectors, shrink wrap, etc... The system is designed to be "tailor fit" to your motorcycle!

TOOLS NEEDED:

- Standard Allen wrench set.
- Assorted combination wrenches.
- 1 1/4" capacity adjustable wrench
- Wire cutters.
- Wire strippers.
- Crimpers.
- Razor knife.
- Flat file.
- Internal snap ring pliers.
- Wire cable cutters.
- Electronic continuity meter.

STEP 1: Preparing Your Motorcycle.

Refer to your bike's owners manual for specific information about removal of OEM parts. Proceed to remove your throttle cables from the carburetor, front brake hose, all control wiring, handlebars and risers. Remove the clutch cable from control end, NOT the transmission end. Think of how you will integrate the system's switch wires to your bike's harness or your aftermarket control module. i.e. connectors or splicing. We do not supply any electrical connectors. CCCS recommends a "HANDLEBAR DISCONNECT" for the switch wires (see step 4).

STEP 2: Mounting your New System.

Remove the nuts, bushings and washers from the risers or up-rights. Remove the bolts, apply thread lock to the end with the most threads and reinstall allowing enough length to accommodate your triple tree. Install the upper washers and bushings. Guide the wires, cables, and hoses through the respective holes. Insert the lower polyurethane bushings and washers from the bottom of the triple tree, then install the nuts using a medium strength thread lock. Tighten securely. Be sure NOT to over tighten. Take a step back - this is what the system looks like on the bike - CLEAN!

STEP 3: Adjusting the Controls.

Hold the control as illustrated in figure 1 (below). With a firm grasp on the control and lever, remove the bolt that holds the lever and then remove the lever SLOWLY! Once you have the levers removed you will find two 5/16" set screws in the control housing. (figure 2). Loosen the two set screws, and rotate the controls to a comfortable position. Make sure the controls are slipped onto the bars all the way. You will feel them "bottom out". Once in the desired position, apply a medium strength thread lock to the set screws and tighten to 10 ft. lbs. Reinstall the levers, make sure the lever bushing is in place (figure 3). This is a good time to replace the pivot bolt that holds the lever with your mirrors.

STEP 4: Prepare for Connections / Handlebar Disconnect

Now plan how you are going to route the wires, hoses and throttle cables to their final connection points. Make sure there are no hard bends or kinks, especially with the throttle cables. Failure to do so may result in poor throttle return. Also, leave enough slack for full rotation of the forks left to right and that nothing will be pinched, twisted or damaged. Be sure to implement a "handlebar disconnect" for the switch wires (a simple connector for the handlebars, most factory bikes already have them). If you ever need to service a switch or remove the system, it can simply be unplugged from the "main harness". You don't want to have to cut the wires to access your controls. TIP: the connection can be hidden the the headlight housing or under a tank. For factory bikes just re-use the stock connectors in their original locations.

STEP 5: Wiring. (see "TIPS" on page 6)

CCCS supplies you with a wiring color code to identify the switches (page 7). Your bike's shop manual or your control module's schematic will tell you where & how to wire the system's switches into the harness. Cross reference CCCS' color codes to the locations identified in your harness & interface the switch wires with the harness wires / connectors. Leave extra wire in the handlebars for a service loop to easily remove a switch by pulling it out from the chrome cap.

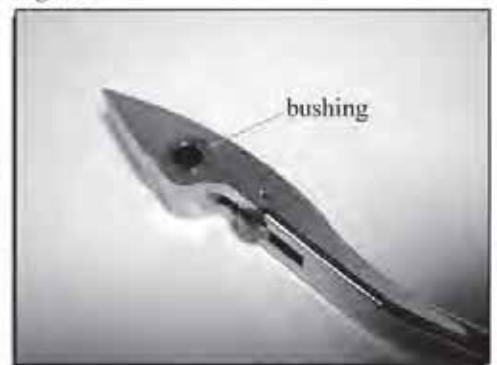
Figure 1



Figure 2



Figure 3



STEP 6: Throttle Cables.

Remove the grip retainer from the control housing by depressing the locking set pin (Figure 4) and turning the retainer to remove. NOTE: See step 10 for throttle lock adjustment. Determine the length of each throttle cable conduit by routing them to the carburetor. Leave enough slack to provide full rotation of the forks. Keep the bends smooth and round. Remove the plastic insulation up to the desired length and cut the conduit with the edge of a flat file as illustrated -figure 5-. Once through the metal housing, cut the nylon liner. Clean any loose debris from the cut end. Install a ferrule on the end of each conduit. Install one of the supplied "add-on" throttle cable barrels to the end of the supplied throttle cable use a 7/32" wrench and 5/64" allen wrench. Lube the throttle cables then feed them through the ferrule and conduit. Identify which cable it is, throttle or idle, -figure 6-, and install in its respective bracket and linkage at the carburetor. At the control, slip barrels onto the cables, finger tighten the set screws then place barrels into the slots of the grip. Pull all slack from cables and keep the grip stop against the throttle stop pin. -figures 6 & 7-. Carefully remove the barrels from the slots of the grip then tighten the set screws using a 7/32" open end wrench and a 5/64" allen wrench. Cut excess cable and re-install the barrels into the slots of the grip. NOTE: To prevent fraying of the cable, heat up the section to be cut to a red hot temperature with a lighter or torch. Then cut. Test your throttle to make sure it returns to the idle position with the forks in different positions. Reinstall the throttle grip retainer.

STEP 7: Front Brake:

If your bike currently uses other than DOT-5 silicone based brake fluid, purge & flush your brake system completely. Next determine where the brake hose will connect to your bike's brake system. Cut the hose to length, leaving enough slack for rotation of the forks. See detailed instructions on page 5. Install one of the supplied "add-on" AN3 hydraulic fittings to the end of the hose, then connect, detailed instructions on page 5.

STEP 7A: Carefully remove the filler cap from the top of the control with a 1/8" allen wrench. Make sure the wrench is securely seated into the fill cap so you don't strip it. Next, remove the throttle grip end cap by pushing in the set pin and pulling the end cap out. -figure 8-. Remove the funnel from inside the grip end and secure it inside the fill hole. Put the nut and washer on the supplied 1/4"-20 bolt and screw it into the back of the reservoir piston as illustrated in figure 9. (Nut Goes on Bolt First!)

STEP 7B: Charging the Brake System: Single & Dual Calipers

Fill the funnel with DOT-5 silicone based brake fluid **ONLY**. Pull the reservoir piston back with the bolt, drawing the fluid from the funnel into the reservoir, just like a syringe. Now, slowly push the piston back and forth, transferring the fluid to and from the funnel expelling the air. When all the air is out, pull the fluid back into the reservoir, make sure **NOT** to pull any air in! Snug the nut and washer against the back of the reservoir. If needed, Remove any excess fluid from the funnel, while leaving the filler hole full. Remove the funnel and replace the filler cap. **DO NOT OVERTIGHTEN** - the o-ring on the fill cap seals it.

STEP 7C: Open the bleeder valve on the front caliper. Then loosen the nut at the back of the reservoir and push the bolt in to force the fluid down the line and thru caliper until it exits the bleeder valve. Continued next page-

Figure 4

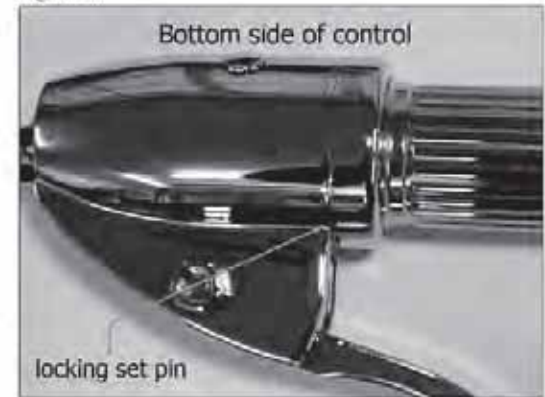


Figure 5

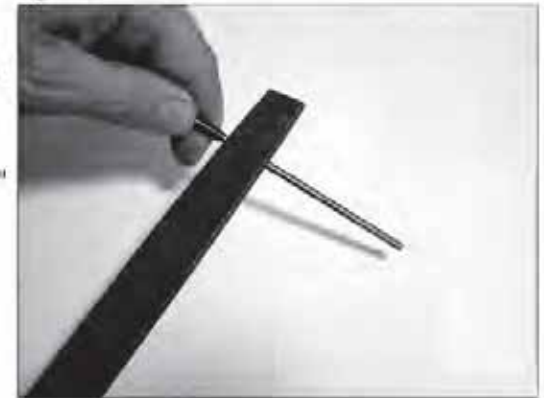


Figure 6



Figure 7



When nothing but fluid comes out, tighten the bleeder valve. You will need to repeat these steps until you know that the line & caliper are void of any air. Now that the "line" is bled - the reservoir needs to be filled. Simply refer back to Steps 7A & 7B, repeat until the reservoir piston reaches the end of it's travel. If you can pull it back, it's not completely full. **Dual Calipers go to 7D. Single calipers jump to Step 7E.**

Step 7D: (dual calipers): With the reservoir fully charged & the fill funnel still in the filler hole - push the reservoir piston in approximately 1" to expel fluid from the reservoir into the funnel. This allows for added heat expansion from dual calipers. Now snug the nut & washer against the back of the reservoir, remove the excess fluid from the funnel leaving a small amount of fluid in the filler hole and replace the filler cap. Go to Step 7F.

*****See important note at bottom of page for Dual Calipers*****

Step 7E: (single calipers) Once the reservoir is full and the system bled, snug the nut and washer against the back of the reservoir, remove any excess fluid from the funnel leaving a small amount of fluid in the filler hole and replace the filler cap.

STEP 7F: Remove the bolt from the piston. You should have a fully charged brake system! **NOTE:** It is a good idea to run the bike for several minutes when the install is complete, this will work any possible "air bubbles" up to the master cylinder: if the lever pull stays firm= No Air. If the lever starts to "loose pressure" after multiple pulls - keep bleeding - you still have air in the line. Our system is "under pressure" so a "little drag" on the rotor is common.

Figure 8

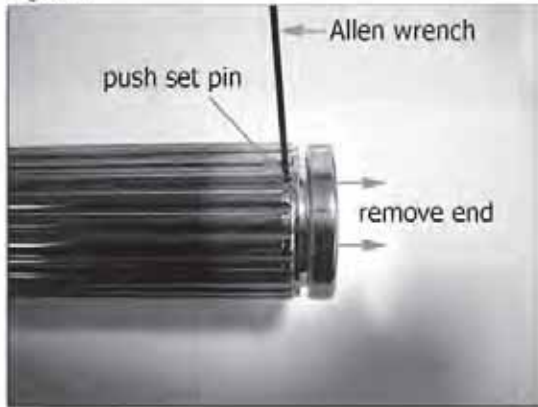
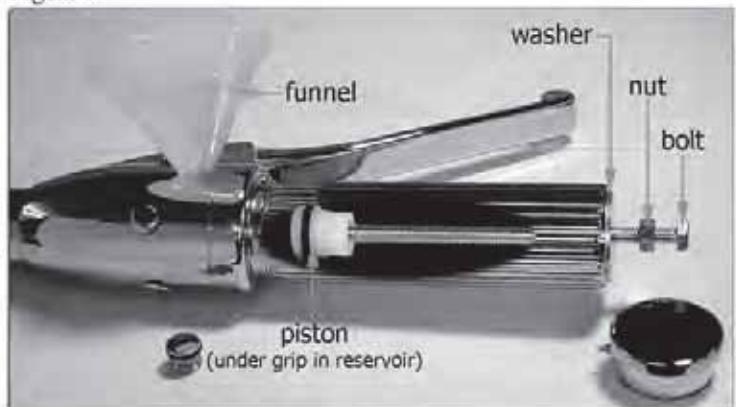


Figure 9



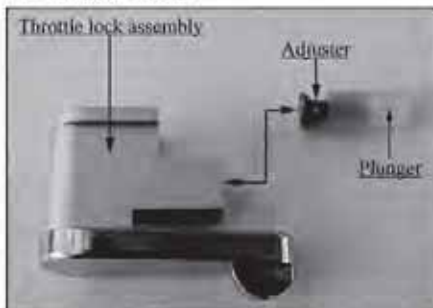
STEP 8

Charging the Clutch System. **DO NOT CHARGE / BLEED ANY OTHER WAY!**

If you are currently running a hydraulic clutch, refer to your owners manual to make sure you have your clutch adjusted to the manufacturers specifications. Improper clutch adjustment can lead to serious problems. Once you are certain you have the clutch adjusted properly you will bleed the clutch reservoir and lines in the same manner as the front brake system, please refer to page 3 "Charging the Brake System".

STEP 9

Throttle Lock.



After installing the throttle cables you may make adjustments to the throttle lock. Using a .050 allen wrench, turn the adjustment screw in or out of the plunger until you achieve the desired tension of the throttle lock. The grip retainer must be installed to properly test the tension of the throttle lock. **UPON ACHIEVING THE DESIRED TENSION OF THE THROTTLE LOCK, BE SURE THE PLUNGER DOES NOT COMPROMISE THE ROTATION OF THE THROTTLE WHEN NOT IN USE.**

GAUGES: IF YOUR SYSTEM HAS A GAUGE - PLEASE REFER TO THE MANUFACTURERS INSTRUCTIONS FOR INSTALLATION. **When installation is complete** use compressed air to blow out residual DOT 5 from controls.

***** Dual Caliper Note:** Step 7D allows for the added heat expansion created by dual calipers. The 1" of added space is a guideline not the rule. Due to the infinite number of variables in motorcycle configurations & parts being used, the installer must determine actually how much expansion room is needed in the system's reservoir. **Test ALL functions Accordingly to ensure rider safety.**

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AN-3 ADD ON HYDRAULIC HOSE FITTING INSTALLATION

Step 1-

Bind masking tape tightly around the hose at the required length and cut through using a fine tooth saw blade or cut off wheel, leaving tape on both ends so that it retains the braid. (see fig. 1)

Step 2-

Clean any loose debris from the cut end and inside the hose.

Step 3-

Disassemble the fitting, this consists of 3 parts.

1) Main fitting body. 2) Olive. 3) Socket. (See fig. 2)

Step 4-

Push the socket over the steel braid with the threads of the socket towards the cut end of the hose.

Step 5-

Remove tape and flare out the end of the stainless steel braid from the inner tube. (see fig. 3)

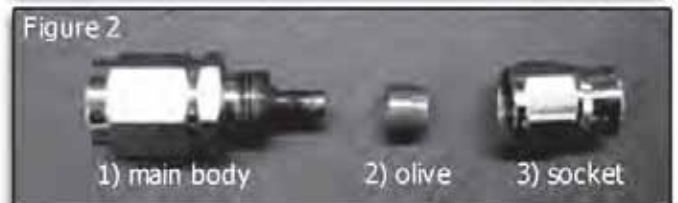
Step 6-

Push the olive onto the end of the inner tube under the stainless steel braid by hand and finish off by pushing against a flat solid surface making sure the tube is fully home inside the olive. (see fig.4)

Step 7-

Push the hose over the nipple end of the main fitting and thread the socket onto the fitting. Finish tightening with wrenches. (see fig. 5)

*Under no circumstances should the socket be loosened to adjust the alignment after assembly.



please call with any questions - we are happy to help!

CUSTOM CYCLE CONTROL SYSTEMS

Wire Color Codes

LEFT SIDE (CLUTCH)

-High / Low Beam-
Yellow / Red (hot)

SEE DIAGRAM BELOW FOR PROPER WIRING OF HIGH/LOW BEAM RELAY

-Left Turn-
Orange / White

-Horn-
Brown / Blue

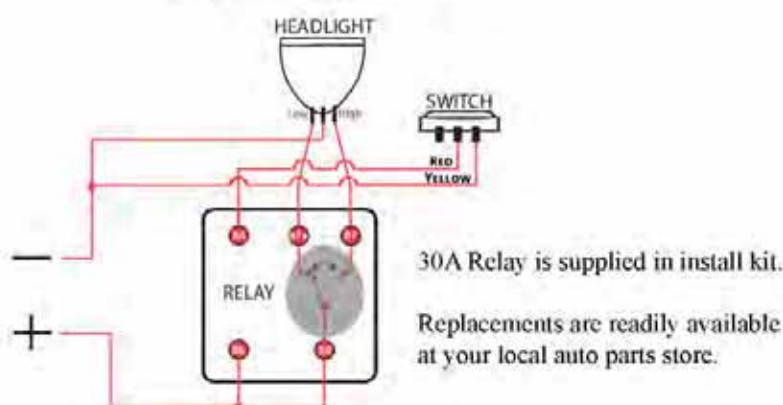
RIGHT SIDE (BRAKE)

-On / Off-
Gray/ Yellow

-Right Turn-
Orange / White

-Start-
Brown / Blue

-Brake-
Black / Red



TIPS FOR WIRING:

1) DO YOUR HOMEWORK BEFORE YOU START! DON'T OVER COMPLICATE THE WIRING!

2) START BY CREATING YOUR OWN "ROAD MAP" BASED ON CCCS' COLOR CODES & THE INFORMATION SUPPLIED BY YOUR BIKE'S SHOP MANUAL (HANDLEBAR SCHEMATIC) OR THE SCHEMATIC & INSTRUCTIONS OF YOUR AFTERMARKET CONTROL MODULE.

EXAMPLE: THUNDERHEART'S WIRES

BRAKE SWITCH
RED & ORANGE
PIN 2 PIN 9

CCCS WIRE COLOR CODE

BRAKE SWITCH
RED & BLACK

YOU WOULD MATCH THE RED WIRE TO THE RED WIRE & ORANGE WIRE TO THE BLACK WIRE.

EXAMPLE: THUNDERHEART'S WIRES

RIGHT SIGNAL
GREEN & BROWN
PIN 1 PIN 8

CCCS WIRE COLOR CODE

RIGHT SIGNAL
ORANGE & WHITE

YOU WOULD MATCH THE GREEN WIRE TO THE ORANGE WIRE & BROWN WIRE TO THE WHITE WIRE AND PLUG THEM IN TO THE RESPECTIVE "PIN POSITION" OF THE CONNECTORS.

IT'S REALLY THAT SIMPLE ! KEEP IN MIND - SOME OF THE LEADS ARE SHARED AND WILL BE NOTED IN YOUR SHOP MANUAL OR INSTRUCTIONS.

ALSO KNOW THAT WITH THE CCCS COLOR CODE - THE WIRE COLORS ARE TO IDENTIFY THE SWITCH - THEY ARE NOT DESIGNATED - UNLESS NOTED (HI/LOW BEAM & RELAY)

IF YOU HAVE ANY QUESTIONS CONTACT US OR THE MANUFACTURER OF THE CONTROL MODULE BEING USED!

CUSTOM CYCLE CONTROL SYSTEMS, INC.
TERMS AND CONDITIONS
PLEASE READ & UNDERSTAND THE FOLLOWING

INSTALLATION: Custom Cycle Control Systems will not assume or accept any responsibility for incidental damages or labor charges due to the use and/or misuse of our product. Improper installation, negligence, alteration or misuse relieves CCCS from any warranty claims and the user and/or installer shall assume all legal, personal injury risk and liability and all other obligations and risks associated therewith.

PRICING- All prices, terms and conditions are subject to change without notice.

SHIPPING- All orders shipped after full payment is received. Payment includes taxes and shipping costs. Minimum \$60.00 shipping and handling fee for all complete system orders within the Continental United States. C.O.D. deliveries are subject to a \$10.00 service fee. All orders shipped U.P.S. ground. Air freight is available upon request.

FREIGHT CLAIMS- Our products are carefully inspected before shipping. Custom Cycle Control Systems Inc. is not responsible for damages incurred during shipping. Damage occurring in transit must be reported to the carrier.

RETURNS- All claims must be made within 3 days of receiving the items. Returns must have written authorization from Custom Cycle Control Systems, Inc. No returns will be accepted without authorization & the original invoice. All returned shipments must be prepaid, insured and packaged correctly; customer is responsible for products damaged during shipping due to improper packaging.

Returns shipped C.O.D. will not be accepted.

We will not accept any returns that have been damaged or modified due to improper installation.

A 15% restocking fee is applied to ALL returned items - NO EXCEPTIONS!

TERMS- All terms, conditions and prices subject to change without notice. All orders shipped after full payment is received. We accept Visa, Mastercard, American Express, PayPal, certified check or money order for payment. Company Checks can be mailed in ONLY. There will be a \$35.00 charge for all returned checks. Collection agency fees, legal fees, interest and service charges will be added to all unpaid invoices if litigation is necessary for collection.

REFUSED ORDERS- Freight charges incurred by any delivery refused and returned to Custom Cycle Control Systems, Inc. will be the responsibility of the customer.

LIMITED WARRANTY- Custom Cycle Control Systems has a 6-month warranty on parts. Our guarantee is limited to repair or replacement of defective parts and the course of action will be determined solely by Custom Cycle Controls Systems, Inc. (please see above "Installation" for specifics) This product is not DOT approved. Our product is intended for custom applications and dressing material, exclusively for displays and show rooms. It is the responsibility of the user to determine the suitability of our product for his or her use. The user shall assume all legal, personal injury risk and liability and all other obligations and risks associated therewith. Installation of our product may void your factory warranty. We recommend having a legitimate motorcycle business install our product. This warranty does not cover damage caused by improper installation, negligence, alteration or misuse. We will not accept any returns that have been damaged or modified for improper installation. Custom Cycle Control Systems will not assume any responsibility for incidental damages due to the use of our product.