



TERMS AND CONDITIONS

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. Shipping costs determined by distance and weight. International shipping also available.

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 10 days of shipping date. Returns must have return authorization from CCCS; no returns will be accepted without authorization. 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. A 15% handling fee will be charged to re-stock returned items.

TERMS; *All terms, conditions and prices subject to change without notice.* We accept Visa, MasterCard, Paypal or Wire Transfer. No checks are accepted.

REFUSED ORDERS: Freight charges incurred by any delivery refused and returned to CCCS will be the responsibility of the customer.

WARRANTY: Custom Cycle Control Systems has a 6 month warranty on parts. Our guarantee is limited to repair or replacement of defective parts. This product has not been 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 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.

CHROME PLATING: Our systems have a 90 day warranty on chrome finish. After inspection, CCCS will re-chrome or replace defective items. If chrome fails after installation, Custom Cycle Control Systems will not be held responsible for any labor costs under any circumstances. ***Use extreme caution when installing chrome parts; chrome finish is very fragile.***

CUSTOM ORDERS: All custom and one off orders are subject to a minimum of \$250.00 charge. All custom order sales are final, no exceptions.

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, 14 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" 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 switch wire layout drawing)

CCCS supplies you with a wiring code to identify the switches (see switch wire layout). 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.

Figure 1

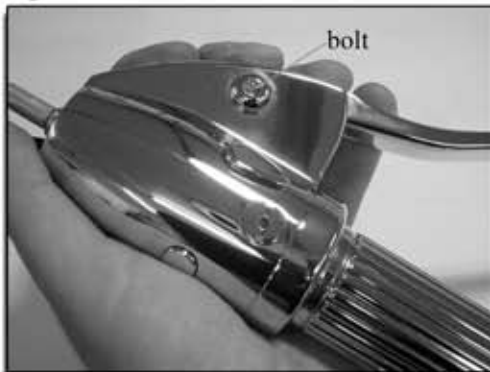


Figure 2

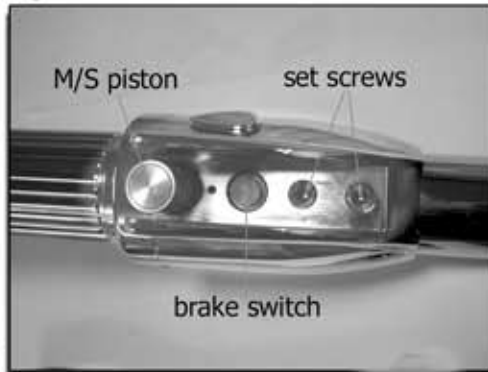
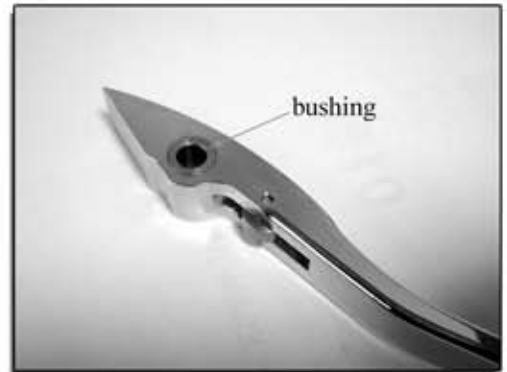


Figure 3



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.

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

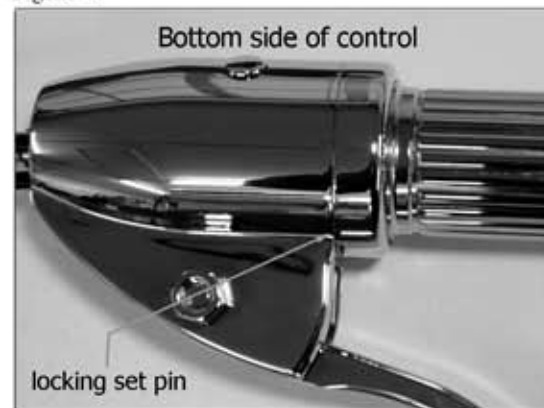


Figure 5

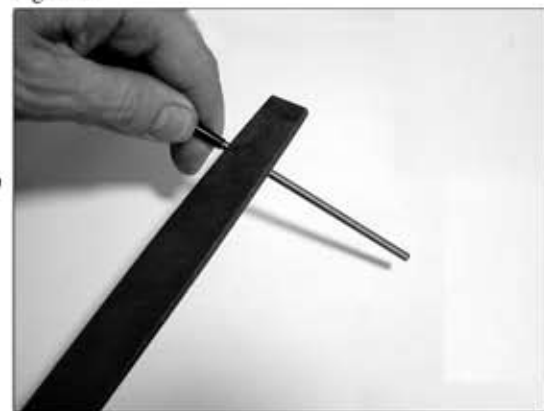


Figure 6

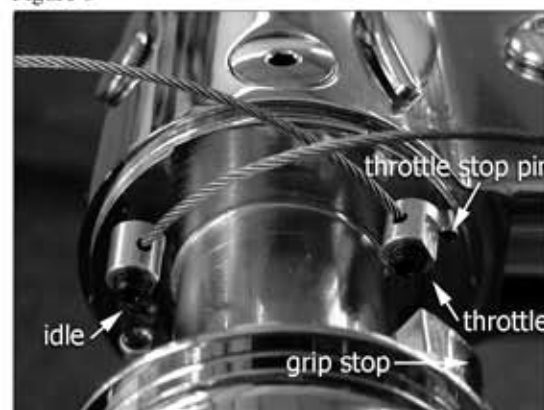
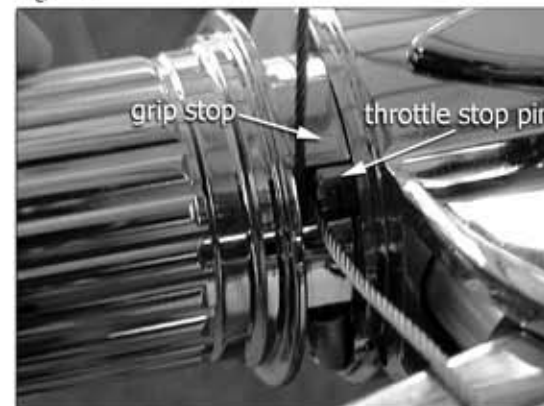


Figure 7



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

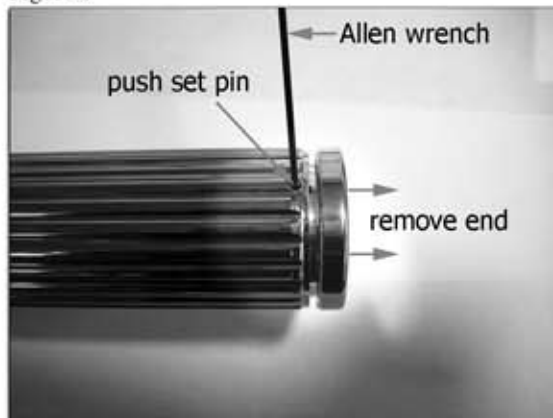
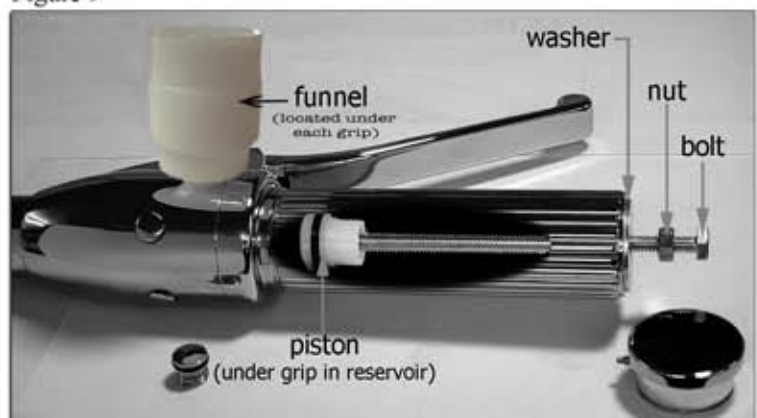


Figure 9



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”.

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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)

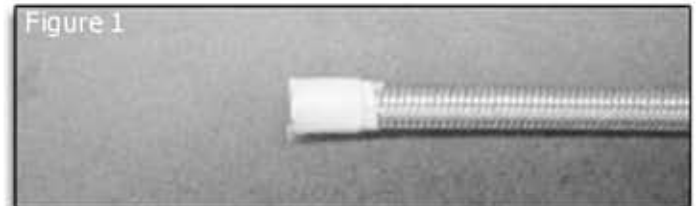
Step 6-

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.

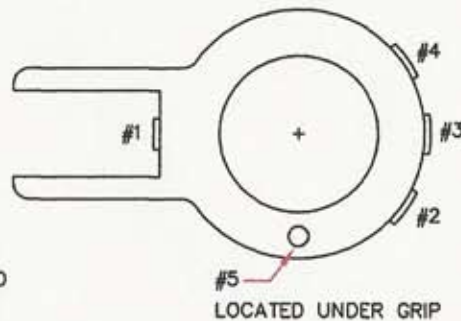


please call with any questions - we are happy to help!

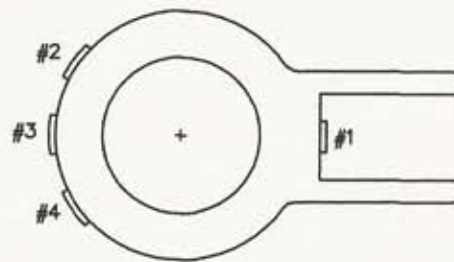
REVISION HISTORY			
REV	DESCRIPTION	DATE	APPROVED

VIEW OF CONTROLS FROM GRIP END

CLUTCH SIDE



THROTTLE SIDE



CLUTCH SIDE

1. RED - #1 CLUTCH INTERLOCK SWITCH
2. BROWN - #2 SWITCH
3. BLUE - #3 SWITCH
4. ORANGE - #4 SWITCH
5. GREEN - #5 DIMMER SWITCH (ACTUATED BY TURNING GRIP)
6. WHITE IS NOT USED
7. BLACK = POSITIVE TO ALL SWITCHES EXCEPT GREEN WHICH IS NEGATIVE GROUND FOR HEADLIGHT
8. 24 GA LED YELLOW WIRE IS POSITIVE BLACK WIRE IS NEGATIVE (BOTH SIDES)

THROTTLE SIDE

1. RED - #1 BRAKE SWITCH
2. BROWN - #2 SWITCH
3. BLUE - #3 SWITCH
4. ORANGE - #4 SWITCH
5. GREEN - NOT USED
6. WHITE IS NOT USED
7. BLACK = POSITIVE TO ALL SWITCHES
8. 24 GA LED YELLOW WIRE IS POSITIVE BLACK WIRE IS NEGATIVE (BOTH SIDES)

NOTE:

SWITCHES CAN BE USED FOR OTHER FUNCTIONS EXCEPT;
 #1 RIGHT BRAKE
 #1 LEFT CLUTCH INTERLOCK
 #5 LEFT HI/LOW BEAM SWITCH

TIPS FOR WIRING:

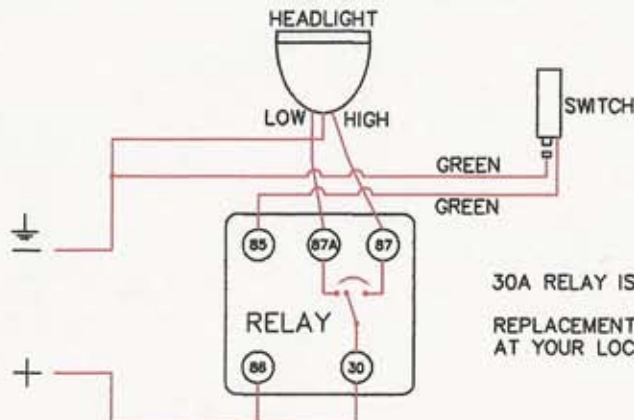
- 1) DO YOUR HOMEWORK BEFORE YOU START! DON'T OVER COMPLICATE THE WIRING!
- 2) START BY CREATING YOUR OWN "ROAD MAP" BASED ON CCCS' COLOR CODES & THE INFORMATION SUPPLIED BY YOUR BIKE'S SHOP MANUAL (HANDLEBAR SCHEMATIC) OR THE SCHEMATIC & INSTRUCTIONS OF YOUR AFTERMARKET CONTROL MODULE.

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.

DETAIL HI/LOW BEAM SWITCH RELAY



30A RELAY IS SUPPLIED IN INSTALL KIT
 REPLACEMENTS ARE READILY AVAILABLE
 AT YOUR LOCAL AUTO PARTS STORE.



CUSTOM CYCLE CONTROL SYSTEMS

LAS VEGAS, NV PHONE (702) 438-2129 FAX (702) 438-4276 WWW.CLIMAXCYCLE.COM

DO NOT SCALE DRAWING

TOLERANCES:

.XX ±

ANGLES

.XXX ±

FRACT

U.S. PATENT NO.: US 6,484,855 B1

TITLE

CCCS—CONTROLS, SWITCH WIRE LAYOUT

DATE:

MATERIAL:

FINISH:

DWG NO.

CCCS—SWL1

REV

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SCALE:

SHEET: OF