

CABLE CARE

Always keep cable clean, properly lubricated where necessary and in proper adjustment. Visually inspect on a regular basis for torn or worn housing, frayed wires, signs of bending or kinking at the controls. Keep free of dirt and grime at the controls and activators. If cable is equipped with rubber covers, boots, etc., make sure no water or dirt has become trapped in them.

When lubricating cables, use a light viscosity oil, or aerosol spray such as Teflon sprays, Dri Slide, WD-40 and others. Do not use heavy oils or grease and especially do not use chain lube, as they can attract dirt, sand, etc., and can bind up the cable.

Most cables fail at the lever or throttle because the fitting does not pivot freely and the cable bends with each movement of the control instead of pulling straight. Make sure the fitting is the correct size and shape for the control and always keep it lubed and your cables will give you maximum service.

CABLE INSTALLATION

1. Inspect cable and make sure that you have the correct part for the application-correct cable ends, proper size casing ferrules, that the adjusters/elbows are the correct size, shape and thread size. Also make sure the overall length of the cable is correct.
2. Make sure all adjusters are in "closed" position.
3. Route cable from control to actuator in the most direct route available, usually in the same manner as factory cable. Keep cables away from hot surfaces as much as possible, avoid sharp bends, and do not "kink" housing or inner cable.
4. Throttle/idle cables should be adjusted so that carb(s) return to full close when in off position. Any excessive freeplay should be adjusted out. Be sure throttle action is smooth and free from full open to full close *before* starting engine. Make sure cables do not bind or hang up with full lock-to-lock movement of bars.
5. Clutch/brake cables should be routed properly, making sure they will not bind or hang up with full lock-to-lock movement of bars or compression of forks or suspension. Install lever and actuator fittings, adjust freeplay to correct specs and check for smooth-positive action, *before* starting bike.
6. Miscellaneous cables - choke, compression release, spark advance, etc. (See tips in sections #4 & #5).
7. Speedometer/tachometer cables - route as directly as possible. On a front wheel drive speedometer cable, make sure that the cable will not hang-up on the caliper when forks are extended. This is a common problem when aftermarket calipers are used, as they often are larger in size, or a different shape. Make sure the inner cable is well-lubed with a light grease when installing and removing. Also be sure to clean and re-grease it on a regular maintenance basis.
8. Stainless Steel Braided cables - use caution when installing to avoid contact with painted surfaces. The braided surface is very abrasive. Use shrink or spiral wrap and/or cable guides as needed. Stainless Braided cables are less flexible; take this into consideration when measuring for custom applications. Clean and lube as you would conventional cable assemblies.
9. Summation - follow the preceding tips and you should get many years of service from your cables. Simply make sure you have the proper fitting cable for the job and always select good-quality, well-made control cables. Cheap, poor quality cables will not last or work as well and may put you, your bike and others at risk on the road or trail!

UNIVERSAL CABLES

Barnett universal cables are designed for a wide variety of motorcycle applications. We make them partially complete. They are designed to be finished by the installer (trim to fit). They may require fittings to be crimped or soldered. There is an assortment of fittings for different applications. Not all fittings will be used.

CABLE SPACER FOR EZ PULL CLUTCH ASSIST

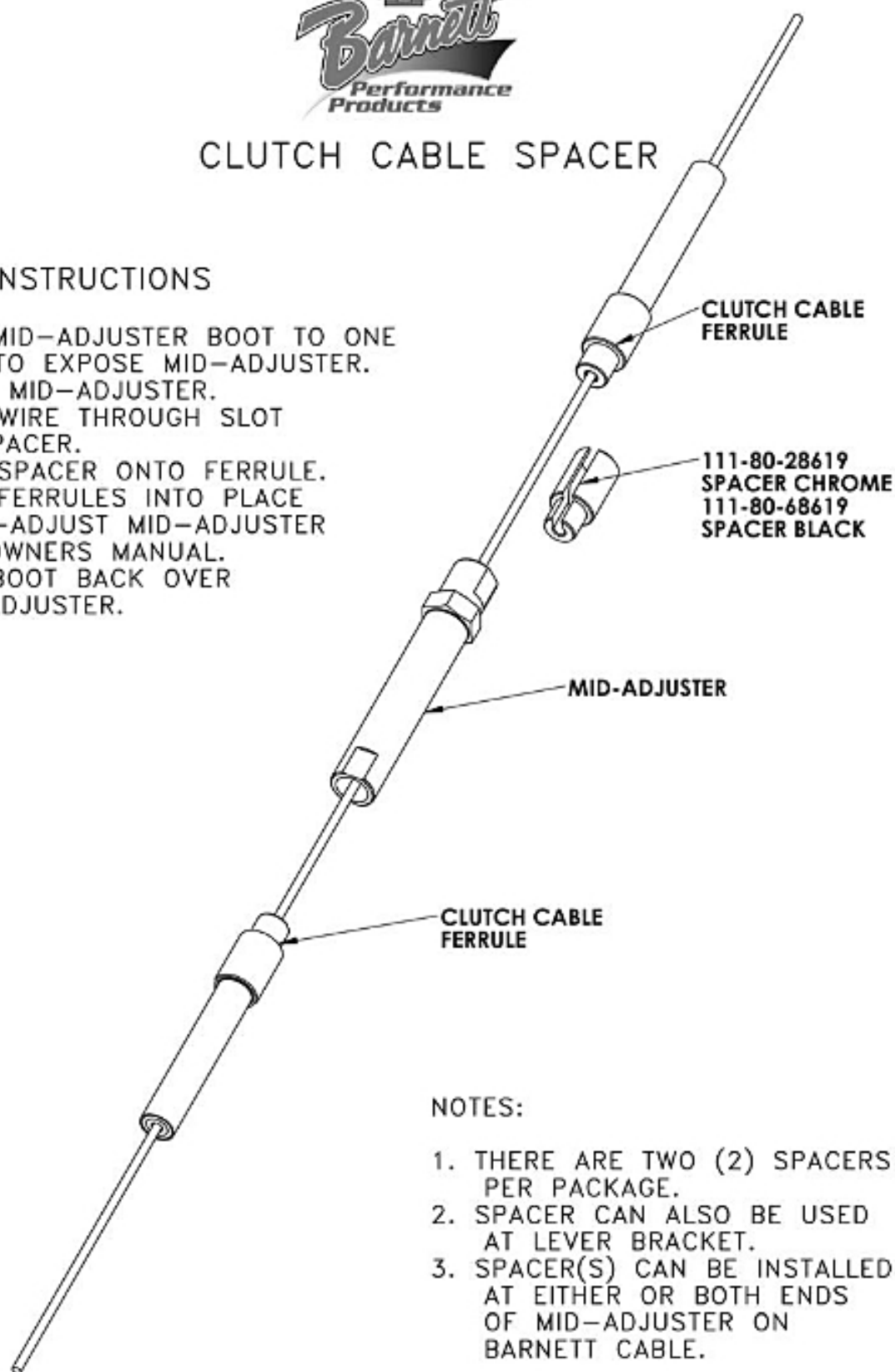
NOTE: Our cable spacer replaces the spacer that comes with the "EZ Pull" clutch assist device.



CLUTCH CABLE SPACER

INSTRUCTIONS

1. PULL MID-ADJUSTER BOOT TO ONE SIDE TO EXPOSE MID-ADJUSTER.
2. CLOSE MID-ADJUSTER.
3. SLIDE WIRE THROUGH SLOT ON SPACER.
4. PUSH SPACER ONTO FERRULE.
5. PUSH FERRULES INTO PLACE & RE-ADJUST MID-ADJUSTER PER OWNERS MANUAL.
6. PULL BOOT BACK OVER MID-ADJUSTER.

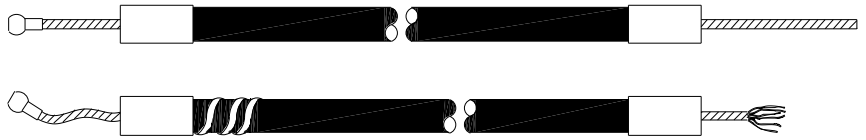


NOTES:

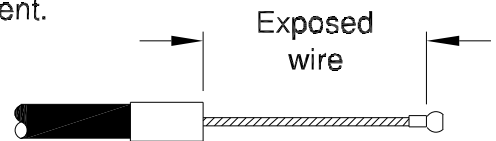
1. THERE ARE TWO (2) SPACERS PER PACKAGE.
2. SPACER CAN ALSO BE USED AT LEVER BRACKET.
3. SPACER(S) CAN BE INSTALLED AT EITHER OR BOTH ENDS OF MID-ADJUSTER ON BARNETT CABLE.

SOLDERING CABLE HINTS

1. Plug in solder pot and allowing it to heat to proper temperature.
Determine the proper fittings to be used to make your cable.

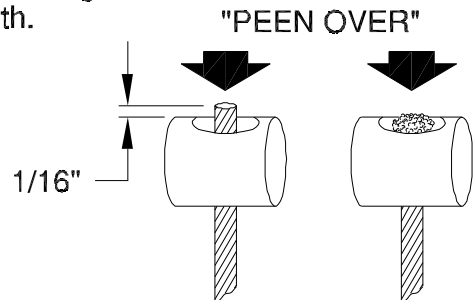


2. Compare new fittings and casing to old cable.
Check diameter of ferrules and end fittings to be sure of fitment.



3. Measure the exposed wire on the old cable and write it down. The exposed wire will be the measurement with the wire pulled over to one side. See above figure.

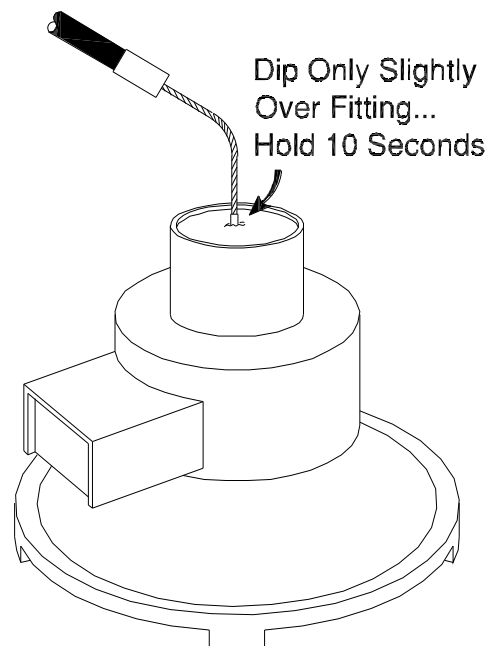
4. Wire should extend through cable fitting 1/16" to allow for peening.
Peening the wire is very important to the solder joint strength.
See figure.



5. Peen wire over fitting per figure.

6. Dip fitting into clean flux until complete fitting is covered.

7. Dip into the solder pot, holding for approximately 10 seconds this allows heat to penetrate evenly. Do not dip fitting more than 1/8" below full coverage. If solder is allowed to penetrate the wire it can cause the wire to become brittle and break.



8. Recheck your new cable against the old cable and check solder for even, clean, penetrating coating.