

## INSTALLATION INSTRUCTIONS

### HEATED ISO®-GRIPS FOR DUAL CABLE THROTTLE

6471 CHROME OR 6473 GLOSS BLACK

THANK YOU FOR CHOOSING KURYAKYN!

Protect yourself and others from possible injury and property damage or loss. Pay close attention to all instructions, warnings, cautions, and notices regarding the installation, use, and care of this product.

**WARNING** THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.

**CAUTION** THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN MINOR OR MODERATE POTENTIAL INJURY.

**NOTICE**

THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN MAY NEGATIVELY AFFECT PRODUCT PERFORMANCE AND FUNCTIONALITY OR DAMAGE THE PRODUCT ITSELF OR THE PRODUCT TO WHICH IT IS BEING ATTACHED.

#### ENSURE THAT THE FOLLOWING PARTS HAVE BEEN INCLUDED IN THE KIT:

- 1 Clutch Side Grip
- 1 Throttle Side Grip
- 1 Harness

#### YOU WILL ALSO NEED:

Torx wrench set, hex wrench set, combination wrench set, utility knife, 80-100 grit sandpaper, adhesive solvent

**NOTICE**

THESE INSTALLATION INSTRUCTIONS CONTAIN IMPORTANT INFORMATION. ENSURE THE END USER RECEIVES THIS COPY AND IS AWARE OF ITS IMPORTANCE FOR FUTURE USE.

**WARNING** A FACTORY SERVICE MANUAL WILL BE HELPFUL IN PERFORMING THIS INSTALLATION. DO NOT ATTEMPT TO PERFORM THIS INSTALLATION IF YOU ARE NOT CONFIDENT IN YOUR ABILITY TO COMPLETE ALL OF THE STEPS IN THE PROCEDURE; CONSULT A TRAINED TECHNICIAN. IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.

**STEP 1** Read and understand all steps in the instructions before starting the installation. Park the motorcycle on a hard, level surface and turn off the ignition. Let motorcycle cool.

#### THROTTLE SIDE PROCEDURE

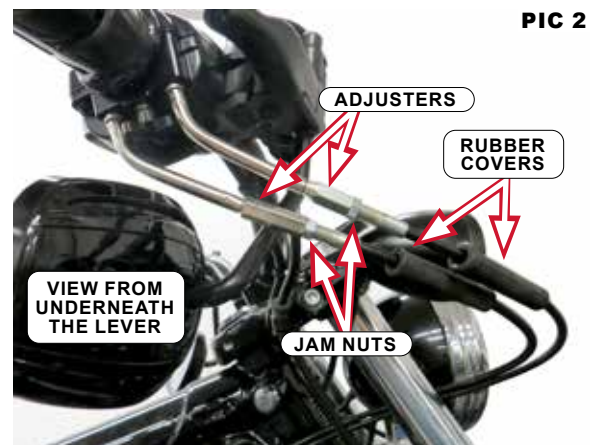
**STEP 2** Refer to PIC 2. Roll or slide the rubber throttle cable adjustment covers to gain access to the adjusters.

**STEP 3** Refer to PIC 2. Loosen the jam nuts on the adjusters on both cables; turn the jam nuts and adjusters until the throttle control is at its loosest point.

*Note: Refer to your service manual for additional information on the following Steps.*

**STEP 4** Separate the switch housing by removing the hardware located on the top and bottom of it. Set hardware aside, it will be reused.

*Note: You may also have to loosen the master cylinder clamp to allow the switch housing halves to separate.*



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**STEP 5** Refer to PIC 3. Lift up on the rear cable where it fits into the throttle sleeve; this will provide enough slack in the cable to remove the cable end and brass ferrule from the throttle sleeve. Be careful not to lose the brass ferrules; they are not permanently attached to the cables.

**STEP 6** Repeat Step 5 for the other cable.

#### NOTICE

ENSURE THAT THE THROTTLE CABLES HAVE BEEN PROPERLY LUBRICATED AND DO NOT SHOW SIGNS OF WEAR BEFORE REASSEMBLY.

**STEP 7** Slide the stock grip/throttle sleeve assembly off the handlebar. Set it aside; it will not be reused.

**STEP 8** Slide the new Throttle Grip onto the handlebar. Install the throttle cables in the reverse order they were removed in Steps 5 and 6.

**STEP 9** Reassemble the switch housing halves and secure them with the hardware removed in Step 4. Tighten the screws on the master cylinder clamp if they were loosened in Step 4.

**STEP 10** Adjust the throttle cables and tighten the jam nuts. Ensure proper throttle cable adjustment and throttle operation before riding the motorcycle. Refer to your model owners' manual or service manual for more information.

#### WARNING

ROTATE THROTTLE AND CHECK THAT IT MOVES FREELY AND RETURNS TO CLOSED BEFORE STARTING BIKE. FAILURE TO PROPERLY ADJUST THE THROTTLE CABLES COULD RESULT IN LOSS OF CONTROL CAUSING SERIOUS INJURY OR DEATH.

#### CLUTCH SIDE PROCEDURE

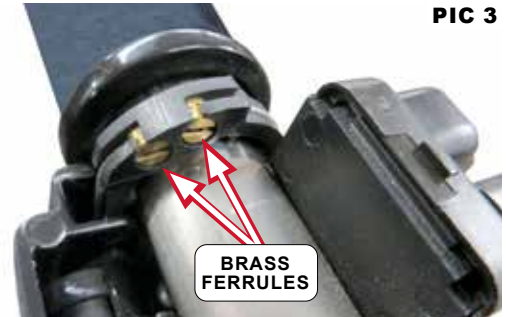
*NOTE: Refer to your service manual for additional information on the following Steps.*

**STEP 11** Separate the switch housing by removing the hardware located on the top and bottom of it. Set hardware aside, it will be reused.

*Note: You may also have to loosen the clutch control clamp to allow the switch housing halves to separate.*

**STEP 12** Remove the clutch side grip. A sharp knife may be used to cut the grip lengthwise allowing you to "peel" the stock grip from the handlebar.

**STEP 13** Sand the clutch side handlebar surface with 80-100 grit sandpaper or emery cloth to remove any previous glue or rubber residue. This provides a pristine metal surface for the new grip.



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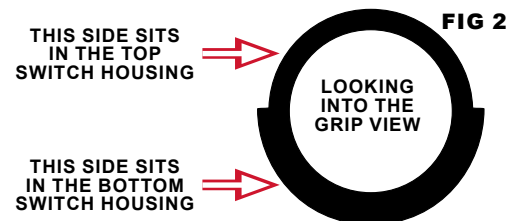
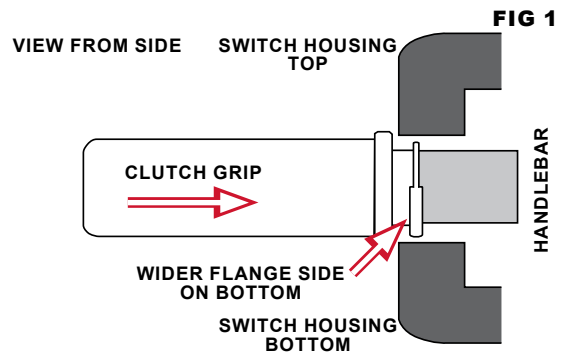
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**STEP 14** With an ammonia based cleaner or similar degreasing agent and a clean rag, wipe off the exposed handlebar.

**STEP 15** Refer to FIG 1 and 2. With the wider side of the grip's flange positioned on the bottom, slide the grip onto the handlebar.

**STEP 16** Reassemble the switch housing halves and secure them with the screws removed in Step 11. Tighten the clutch control clamp if it was loosened in Step 11.



### ELECTRONIC INSTALLATION

**STEP 17** Refer to PIC 4. Locate provided harness. Connect the corresponding plug-ins on the clutch and throttle grip to the harness.

**STEP 18** Connect the ground (black) wire to the body of the motorcycle, the engine, or some other grounded source.

**STEP 19** Locate an ignition switch power source on your motorcycle. Splice the power (red) wire to the ignition switch power source.

*Note: Refer to your motorcycle's service manual for assistance.*

**STEP 20** Turn motorcycle on and test heated grips for proper operations. There are five (5) different temperature levels, which will be indicated on the switch by five (5) different colors.

**STEP 21** Secure wires to the motorcycle; where they won't pinch, pull, or be damaged. Be sure to leave enough length in the throttle grip's wire to allow for full and proper rotation of the grip.



#### NOTICE

IT IS THE INSTALLER'S RESPONSIBILITY TO ENSURE THAT ALL OF THE FASTENERS (INCLUDING PRE-ASSEMBLED) ARE TIGHTENED BEFORE OPERATION OF THE MOTORCYCLE. KURYAKYN WILL NOT PROVIDE WARRANTY COVERAGE ON PRODUCTS OR COMPONENTS LOST DUE TO IMPROPER INSTALLATION OR LACK OF MAINTENANCE. PERIODIC INSPECTION AND MAINTENANCE ARE REQUIRED ON ALL FASTENERS.