



Congratulations on the purchase of your new BrakeAway Motorcycle Cruise Control. At BrakeAway Products, we are committed to your complete satisfaction. With proper installation, use, and periodic maintenance, this cruise control is built for the long haul in more ways than one. Please follow all of the instructions carefully to insure your riding safety and enjoyment.

Proper use after installation: (The following information is to be shared with any person who will be riding or buying any Motorcycle equipped with a BrakeAway Cruise Control).

Always include your cruise control in your standard pre-ride inspection. Make sure the unit engages easily, throttle should turn with little effort but remain in position on it's own. The unit should effortlessly snap to the disengaged position with a slight pull of the brake lever or tap of the Manual Release Lever. The throttle should always turn freely when unit is disengaged. Check the cam (see diagram on last page) for wear at the point of contact with the brake lever or damage of any kind. All fasteners must be tight.

Warning! Never use this product with worn or damaged parts. All replacement parts are obtainable by contacting BrakeAway Products Inc at (503)803-8570 or e-mail customersevice@brakeawayproducts.com.

Once you're on the open road and ready to cruise, reach the speed you want to maintain and let your R.P.M.s level off. While holding the throttle still, reach with your right thumb only and push the engage button until it snaps. Your bike should now maintain your set speed on it's own. You can make adjustments for up or downhill grades with a slight twist of the throttle while engaged.

To disengage the unit simply pull the front brake or push forward on the manual release lever with your right thumb until the unit snaps to the disengaged position. Always keep your cruise control clean and free of debris, occasionally lubricate the catch pin with a light grease or chain wax.

Never forget that you maintain control even when unit is engaged. Always be aware of your cruising speed and maintain safe distance from objects or vehicles in front of you. Never let go of your throttle. The BrakeAway cruise control is not intended for hands free or one handed riding, this unit was specifically designed to allow the rider to safely rest a cramping throttle hand on the throttle.

BrakeAway Products wishes you many years of cramp free cruising, ENJOY!!!

All components are obtainable from BrakeAway Products Inc. (503)803-8570 or e-mail customerservice@brakeawayproducts.com

Please contact BrakeAway Products tech support for additional assistance @ (503) 803-8570 or email techsupport@brakeawayproducts.com

7CP02 BrakeAway Motorcycle Cruise Control Installation Instructions

Before you begin, If your bike is not fuel injected, turn the fuel supply OFF to avoid flooding. Check the action of your return spring by turning your throttle and quickly releasing it. This action should not be effected by proper installation of this device. Correct any excessive play in the brake lever. For the brake release mechanism to function properly, your brake lever must not move more than ¼” up and down at the outside end.

Detach Diagram on last page and place it in a visible location for quick part name reference and identification.

Section 1: Support installation

- 1.A: Loosen the two screws in the clamp that holds your brake lever/master cylinder in place on your handlebar. Temporarily slide your brake lever/master cylinder assembly away from the switch housing to create a gap for the support.
- 1.B: Remove the two 4-40 screws in the support clamp to separate it from the support. Loosen the remaining rod screw in the support to make sure it is not clamping the rod hole closed.
- 1.C: Work the support to the shown position under the handlebar into the gap next to the switch housing. Re-attach the support clamp over the top of the handlebar using the two 4-40 screws. Snug the screws just enough so you can rotate the unit and have it stay in position. You will need to rotate the support later in the installation.



Ref. 1.A

Loosen brake lever clamp. Move it over to create space for support.



Ref. 1.B

Remove support clamp and loosen rod screw.



Ref. 1.C

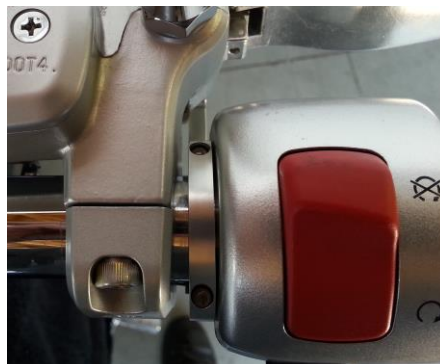
Support in position under handlebar. Replace clamp snug screws.

- 1.D Move the brake lever/master cylinder back over next to the support but make sure it is not touching it. Re-tighten the clamp screws so the brake lever is secure in a comfortable position. If any part of the brake lever/master cylinder assembly is touching the support, it can bend or bind the support as you tighten the clamp screws. This will cause the cruise control to be out of position and bind the throttle.



Ref. 1.D

Replace and tighten brake lever.



Ref. 1.D

Make sure it doesn't touch the support.

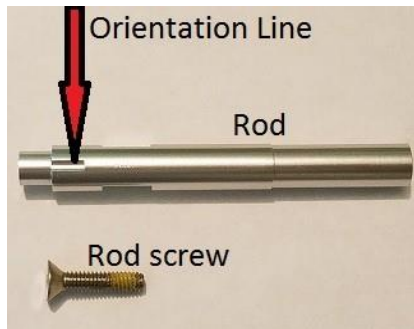


Ref. 1.D

View of support from front.

Section 2: Preparation

2.A Remove the rod and rod end screw from the package. (The rod end screw is an 8-32 X $\frac{3}{4}$ " flathead with a nylon locking patch on the threads. You will find it in your wrench bag). Notice that the threaded hole in the rod as well as the smaller diameter of the rod are off center. This will allow for some adjustability for the position of the clamp later in the installation. There is an orientation line to identify the offset location. Insert the threaded end of the rod into the hole in the clamp. Position the orientation line in its neutral position toward the bottom of the cruise control. Insert and tighten the 8-32 flathead lock screw to secure the rod in this position.



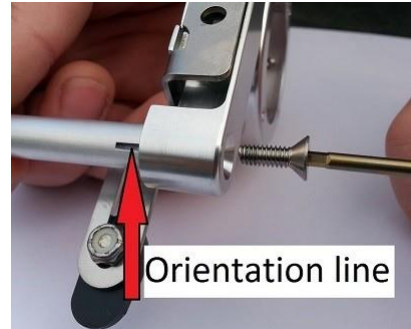
Ref. 2.A

Rod and rod end screw, notice orientation line.



Ref. 2.A

Place rod in hole.



Ref. 2.A

Rotate orientation line to bottom. Insert and tighten rod end screw.

2.B Remove the 4 flathead screws from the ring cap and remove the ring cap from the slip ring.

2.C Make sure that the 4 set screws are flush with the inside diameter of the slip ring.



Ref. 2.B

Remove 4 Flathead cap screws.



Ref. 2.B

Remove ring cap from slip ring collar. Set screws flush with inside of ring.



Ref. 2.C

2.D There are four adaptor rings of varying thickness provided in the package. Start with the thinnest ring, spread it open enough to place it on the grip right up against the grip flange with one of the outer indentations pointing straight up. If the ends of the adaptor ring come together before it fits tightly on the grip, go to the next thickness. Find the first ring that leaves a gap as shown when the ring is squeezed tight on the grip. This will be the appropriate adaptor ring for your grip.



Ref. 2.D

Locate 4 adaptor rings.



Ref. 2.D

Install appropriate adaptor ring.



Ref. 2.D

Appropriate ring installed correctly.

Section 3: Main Installation

3.A Slide the slip ring over the grip along with the clamp and rod attached. Line up one of the set screws with the indentation on the top of the adaptor ring. Then line up the end of the rod with the hole in the support and insert it through the hole as you finish sliding the slip ring all the way over the adaptor ring. The slip ring will rest against the grip flange or it may cover the flange completely depending on the grip. If the slip ring covers the flange, make sure it is not rubbing on the switch housing as you turn the throttle. The rod should slide freely into the hole in the support.

If the rod is too short to reach the support on your bike add the rod extension and longer rod screw supplied in the kit. This is a 1" long rod that fits between the clamp and the rod to extend the reach. Remember to replace the orientation line down at this time.



Ref. 3.A

Line set screw up with indentation.



Ref. 3.A

Line rod up with hole in support.



Ref. 3.A

Install as shown.

3.B Turn all four set screws down until they just make contact with the indentations in the adaptor ring. Do not tighten them yet.

3.C Replace the ring cap and four flathead screws.

3.D Place the Allen wrench through the access holes in the ring cap and tighten each set screw one half turn at a time equally in a crisscross alternating pattern. This will keep the gap between the slip ring and the grip consistent all the way around. Turn the throttle a few times to make sure the slip ring is staying true to the rotation of the grip as you snug the screws. Correct any side to side wobble or up and down movement of the slip ring. Tighten the screws enough to secure the slip ring to the grip but do not over-tighten them. Over-tightening can elongate the slip ring.



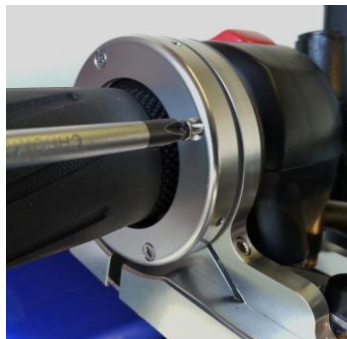
Ref. 3.B

Set screws down just touching indentations in adaptor ring. Do not tighten yet.



Ref. 3.C

Re-install ring cap.



Ref. 3.C

Replace and tighten 4 cap screws.



Ref. 3.D

Finish tightening set screws equally until ring is secure to grip. Do not over-tighten.

Section 3: Main Installation cont.

- 3.E Make sure the cruise control is in the open or disengaged position by pressing the manual release lever. Pull the brake lever as to apply the brakes and hold it there. Rotate the support on the handlebar and slide the cam in the slot until the tip of the cam sits directly under just touching the bottom of the brake lever.

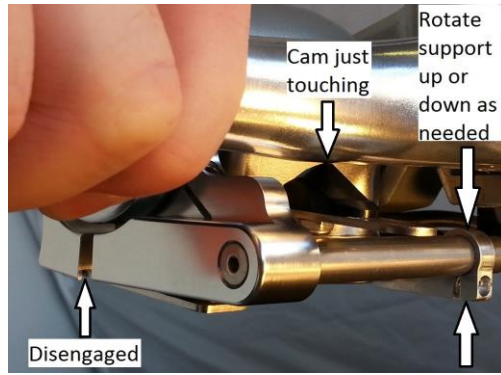
Tighten the two support clamp screws onto the handlebar to maintain this position.

Pull the brake lever over the top of the cam again. The brake lever should move freely over the top of the cam and should not make contact with any other part of the cruise control.



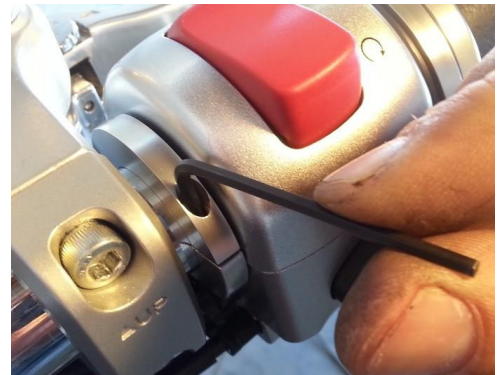
Ref 3.E

Press manual release lever to make sure the unit is disengaged.



Ref 3.E

Pull and hold brake. Rotate support until cam is directly under brake lever.



Ref 3.E

Tighten support screws to maintain this position.

- 3.F Engage the cruise control by squeezing the clamp together as shown. If the cam hit's the brake lever when you do this, move the cam back so it doesn't hit.
- 3.G There should be some play in your throttle if you push and pull the throttle grip in and out. The entire cruise control will move in and out with this play as the rod slides freely in the hole in the support. Find the center point of the play and hold it there while you tighten the rod screw.
- 3.H With the cruise control still engaged, move the cam so it is directly behind the brake lever as close as you can get it without touching. Hold the cam nut with a 5/16" wrench and tighten the cam screw to secure this position. The unit should now disengage instantly when you pull the front brake.



Ref. 3.F

Engage cruise control as shown.



Ref. 3.G

Find center of play, tighten rod screw.



Ref. 3.H

Adjust and tighten cam in position.

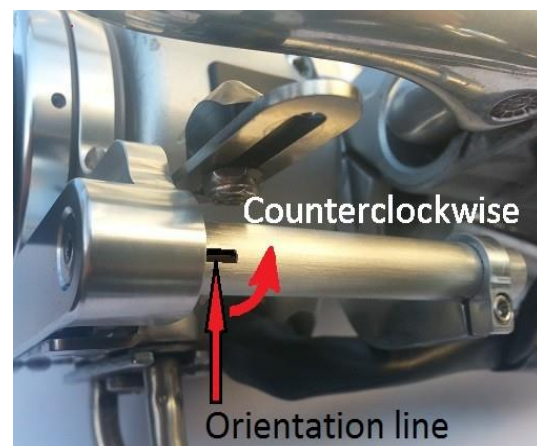
Congratulations! your installation is complete. Please follow the testing and adjustment procedures on the following page to make sure the unit is working correctly and safely.

Section 4: Testing and troubleshooting

- 4.A Tank Clearance: Make sure the cruise control clears your tank! Very slowly and carefully turn your front wheel all the way to the right. Watch the entire cruise control including the support. Make sure that no part of the cruise control can make contact with your paint before bars are locked at full right turn.
- 4.B Throttle return: With the cruise control disengaged, turn the throttle and let go of it. The throttle should snap back to idle just as it did when you tested it at the beginning of the installation. If it snaps back normally continue to step 4.C. If the throttle return hesitates refer to step 4.D and follow instructions for relieving throttle bind.
- 4.C Easy engagement: Engage the cruise control by pushing on the engage button. The unit should easily snap into engagement. If it is easy to engage, continue to section 4.E. If it feels like you need to apply excessive pressure to engage the unit, make sure the cam is not hitting the brake lever during engagement. If it is, move it back slightly. If the cam is not touching the brake lever refer to section 4.D and follow the instructions for easier engagement.
- 4.D You will be referring to this section only if you have a binding throttle or hard to engage issue.

Relieving throttle bind: Loosen the rod screw and the rod end screw. Rotate the rod 1/8 turn counterclockwise and re-tighten the two screws. If the throttle is still binding rotate the rod another 1/8 turn so the orientation line is pointing straight forward as shown. If binding still exists, return the rod to the bottom neutral position and refer to sections 1.D and/or 3.G and then try this section again.

For easier engagement: Loosen the rod screw and rod end screw. Rotate the rod 1/8 turn clockwise and re-tighten the screws. If this causes the throttle to bind, you have gone too far.



Ref. 4.D

- 4.E The throttle should not move as the unit engages: If the throttle stays in position when you engage the cruise control, move on to step 4.F. If you see the throttle rotate even slightly during engagement or if you feel that your speed increases when you engage the unit while riding, disengage the cruise control, loosen only the rod screw, rotate the rod slightly counterclockwise in the hole in the support and re-tighten the rod screw.
- 4.F Brake Release: With the unit engaged, lift up on and pull the brake lever over the cam. The unit should disengage instantly. If the brake lever rides over the cam without disengaging the cruise control, the cam is too low. Slightly loosen the 2 support screws, rotate the support up very slightly and re-tighten the support screws.

With unit disengaged, push down on and pull the brake lever over the top of the cam, a small amount of contact to the cam is okay but the nut on the bottom of the cam should not make contact with the rod. If it does, the cam is set too high. Loosen the support screws, rotate the support down slightly and re-tighten the screws. If the vertical play or movement in the brake lever does not allow you to achieve both of these directives, you will need to correct this condition in order for the brake release to work properly.

IMPORTANT! Make sure the brake lever is not gouging or cutting into the cam. If the brake lever is sharp enough to cut into the cam you will need to file a small radius on the bottom of the brake lever at the contact point of the cam. If you do not wish to file the brake lever, you may return the otherwise undamaged cruise control to BrakeAway Products for a full refund. **DO NOT** use this product without correcting this condition.

Section 5: Clamp tension adjustment

Clamp Tension refers to the amount of friction or resistance that is applied to the throttle when the cruise control is engaged. You should always be able to turn your throttle with the unit engaged. The throttle should turn smoothly with just enough resistance to hold it in position while riding.

If your cruise control tension is too loose and will not hold reasonable throttle return spring tension, or if the factory setting ends up being too tight, carefully follow the instructions on the next page.

Before performing the following adjustment, make sure that your throttle grip is not slipping inside the slip ring. To check this, engage the cruise control and turn the throttle. The slip ring should always turn with the throttle grip. If the grip is turning and the slip ring is still, you will need to tighten the four set screws into the rubber strip until the slip ring is secure to the grip. See section 3.D



5.A Fine tension adjustment

Your BrakeAway is equipped with a fine tension adjustment screw as shown (Image 1). This screw should be sufficient in most cases to loosen or tighten the clamp tension as needed. With the cruise control engaged, turn the screw clockwise no more than 1/4 turn to increase the clamp tension, counterclockwise to decrease it.

Turning the screw more than 1/4 turn can damage the clamp. If the fine tension adjustment screw does not tighten the clamp tension enough with 1/4 turn or if the screw comes loose in the hole while trying to loosen it. Loosen the fine tension screw, re-tighten it 1/4 turn and continue to section 5.B Main tension adjustment section.

Ref 5.A

5.B Main tension adjustment

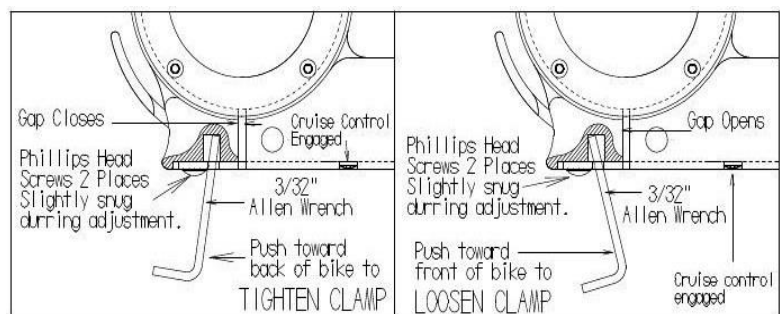
With cruise control in the engaged position, loosen and very lightly snug one tension retaining screw and then loosen and slightly snug the second screw. These are the two Phillips head screws on the bottom of the cruise control just under the engage button. It is very important to do this one screw at a time. Make sure the catch pin remains fully engaged in the hole in the spring plate.

Insert the back side of a small Allen wrench into the tension adjustment hole. This is the hole right between and just behind the two retaining screws. Pull the bottom of the wrench back in a prying motion, toward the back of the bike to tighten, or push forward to loosen while turning the throttle to test the clamp tension. Stop as soon as the clamp will hold the throttle in place. The throttle should turn smoothly with moderate resistance.

Tighten the two tension retaining screws. Now your fine tension adjustment screw should be sufficient for any further adjustment required.



Ref 5.B



Ref 5.B

Loosen and snug one screw at a time. Pull Allen wrench back to tighten and forward to loosen tension.

Do not over-tighten the clamp tension. Over-tightening the clamp tension could result in the throttle becoming unmanageable and has the potential to cause the brake release to malfunction.

Section 6: Inspection and maintenance

- 6.A Check your cruise control for proper operation during your pre-ride safety inspection. Make sure all components are tight and functioning properly. Check the cam for wear or damage of any kind.
- 6.B Occasionally lubricate the catch pin with chain wax or WD-40; Annually remove the cruise control and wash it thoroughly with warm soapy water to remove road film and then dry thoroughly and re-lube the catch pin. Inspect the cam and all other components for wear or damage. Make sure that ALL screws are tight. Do Not use the BrakeAway Cruise Control with any worn, loose or damaged parts.

"Attention !!!"

These instructions were designed as a guideline to install the BrakeAway Cruise Control. BrakeAway Products, Inc. assumes no responsibility for the competence level of the installer or the ability of the installer to determine the proper function of the BrakeAway Cruise Control. Proper installation, maintenance, and pre-ride inspection are essential to the safety of the BrakeAway Cruise Control, and are the sole responsibility of the installer and or user of the BrakeAway Cruise Control. If the installer and or user of the BrakeAway Cruise Control is unable to achieve function satisfactory to the user, or if the user is unable to maintain satisfactory function of the BrakeAway Cruise Control, it is the responsibility of the user to remove it or have it removed. You may return it to BrakeAway Products, Inc. under the terms of the warranty, within the warranty period.

Serious injury or death could result if the BrakeAway Cruise Control is installed improperly and or used irresponsibly. Hands free or one handed operation of a motorcycle is considered by BrakeAway Products Inc. to be dangerous and irresponsible and is not the intended function of this product. To be used only by experienced riders who have been educated of the proper use of this device. Do Not use in traffic or congested areas. Do not use while negotiating turns or on any other road condition or terrain that requires full throttle function. Do Not install this product on any motorcycle which has not been tested and listed exclusively by BrakeAway Products Inc. for proper fit. See fit list on the back of package or at www.brakeawayproducts.com BrakeAway Products, Inc. assumes no liability for the misuse, improper installation or application of this product.

WARRANTY STATEMENT

Our warranty covers any defect in material or workmanship to the original purchaser for one year after purchase date. We reserve the option to repair or replace the defective unit. Defective product should be packaged in the original carton and packing materials. Include in the package a copy of the sales receipt or other evidence of date of original purchase. Print your name and address, along with a description of the defect, and include this in the package. Include payment for any service not covered by warranty as determined by BrakeAway Products Inc., ship via. UPS Insured or equivalent. All returns require prior Return Authorization, contact us on the web at www.brakeawayproducts.com

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BrakeAway Products Inc. assumes no responsibility for units sent without prior Return Authorization.

Warranty does not cover:

- * Damage from misuse, neglect, lack of maintenance, accident, improper or careless installation.
- * Products which have been modified in anyway.
- * Products purchased more than 12 months prior to the current date.

Returns, Exchanges, & Refunds for Internet Orders:

* All returns/exchanges/refunds must be approved by www.brakeawayproducts.com customer service. A return /exchange /refund authorization will be issued to those with approval, and this Return Authorization number must be written on the outside of the package. All return / exchange/ refund claims must be made within fourteen (14) days of the customer receiving the order, and approved items must be received by BrakeAway Products, Inc., within thirty (30) days of the customer receiving the order, or return / refund will be refused, and no refund / exchange / return will be issued. All return / exchanges / refunds not due to a shipping or selling error of BrakeAway Products, Inc. are subject to a nonrefundable 15% restocking fee.

Returns, Exchanges & Refunds for Retail Purchases:

- * Refer to individual store policy

Patent No. US 6,820,710 B2

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7CP02 Diagram

