



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 purchasing 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, the throttle should turn with little effort but remain in position on its 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 the 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 [customerservice@brakeawayproducts.com](mailto:customerservice@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 its 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 email [customerservice@brakeawayproducts.com](mailto:customerservice@brakeawayproducts.com)

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

# 7CP04 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 affected 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 the 7CP04 Diagram from the last page and place it in a visible location for quick part name reference and identification. Anything underlined can be identified on the 7CP04 Diagram.

## Section 1: Preparation

1.A Remove the rod end screw from the wrench bag. Insert the threaded end of the main rod into the hole in the clamp. Position the yoke so it is on the top of the main rod with the yoke screw (front) pointing forward as shown. Insert and tighten the rod end screw to secure the main rod in this position.



Ref. 1.A  
Main rod & rod end screw.



Ref. 1.A  
Secure main rod to clamp as described.

1.B Remove the 4 cap screws from the ring cap and separate the ring cap from the slip ring.

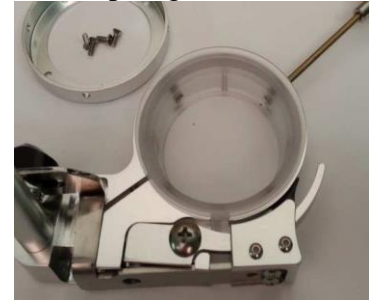
1.C Back the 4 set screws out so the ends are flush with the inside diameter of the slip ring.



Ref. 1.B  
Remove 4 cap screws.



Ref. 1.B  
Separate ring cap from slip ring collar.



Ref. 1.C  
Back set screws out flush with inside.

1.D There are three rubber strips of varying thickness provided in the package. Wrap the appropriate strip into a circle so the angled ends come together between two of the four set screws and insert it into the slip ring as shown. The appropriate strip is the thickest one that will still allow the slip ring to slide onto your grip.



Ref. 1.D



Ref. 1.D

Wrap the appropriate rubber strip into circle and insert it into the slip ring under set screws.

## Section 2: Initial Installation

2.A Remove the nut from your motorcycles brake pivot bolt.

2.B Slide the prepared cruise control assembly all the way onto the grip. The slip ring should cover the flange of the grip and be right up next to but not touching the motorcycles switch housing.



Ref. 2.A

*Remove the nut from your motorcycles brake pivot bolt.*



Ref. 2.B

*Slide the cruise control assembly all the way onto the throttle grip.*

2.C Loosen the end bracket lock screw and the two yoke screws so the end bracket and rod assembly can swivel freely in all directions. Place the hole in the end bracket over the brake pivot bolt and replace the nut.

2.D Tighten the brake pivot nut to secure the end bracket (*usually a 10mm wrench*). Push back on the end bracket with your off hand as shown as you tighten the nut. This will keep the end bracket from rotating out of position.



Ref. 2.C

*Replace brake pivot nut.*



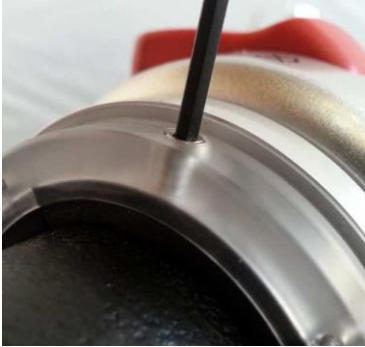
Ref. 2.D

*Push back on the end bracket to keep it from rotating as you tighten the brake pivot nut.*

2.E Drive all four set screws down into the rubber strip so the tops of the screws are just below the outside of the slip ring material and stop there for now. Do not tighten all the way down at this point or the slip ring will become distorted and you will have trouble installing the ring cap.

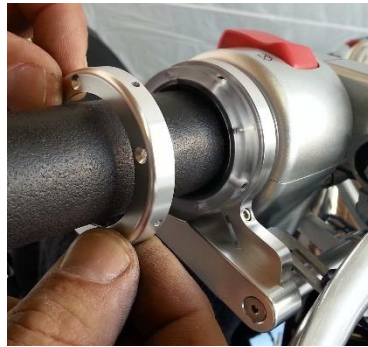
2.F Replace the ring cap and four flathead cap screws.

2.G 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 until you feel some resistance on the screws. This will secure the slip ring to the grip. Do not over-tighten, you may damage your grip or elongate the slip ring.



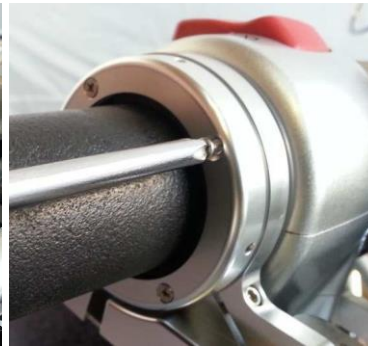
Ref. 2.E

*Set screws down just flush with ring. Do not tighten yet.*



Ref. 2.F

*Re-install ring cap.*



Ref. 2.F

*Replace and tighten 4 cap screws.*



Ref. 2.G

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

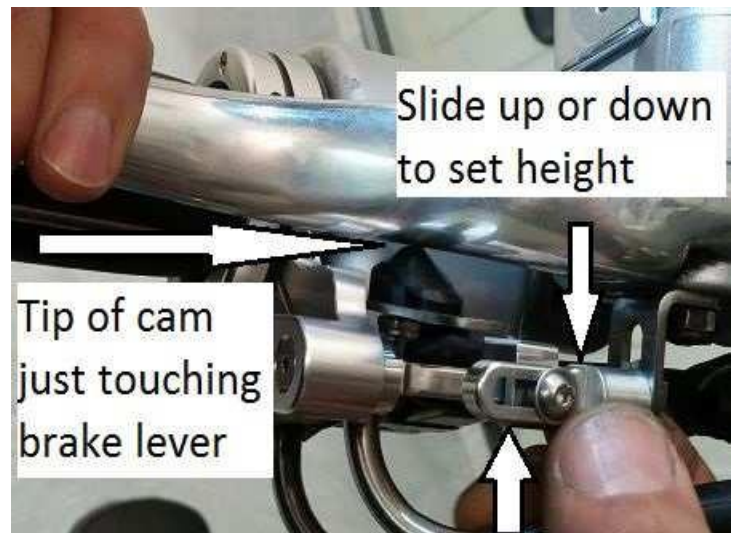
### Section 3: Set and secure

3.A Make sure the cruise control is in the open or disengaged position by pressing the manual release lever. Pull the brake lever as if to apply the brakes and hold it. Slide the swivel rod up or down in the slot in the end bracket until the tip of the cam just makes contact with the bottom of the brake lever. Snug the end bracket lock screw enough to hold this position, do not tighten until next step.



Ref 3.A

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



Ref 3.A

*Pull and hold brake lever over the cam, set and secure the cam height as described.*

3.B Tighten the end bracket lock screw (5/16" wrench) IMPORTANT!!! Use a 7/16" open end wrench to hold the swivel rod from turning as you tighten the screw. Check the cam height after tightening, it should stay set as described in section 3.A

3.C Engage the cruise control by squeezing the clamp together as shown. If the cam hits the brake lever when you do this, move the cam back in the slot until it clears. The unit should snap into the engaged position and stay engaged until installation is complete.



Ref 3.B

*Use 5/16" and 7/16" wrenches to tighten the end bracket lock screw.*



Ref 3.C

*Engage cruise control by squeezing clamp together as shown.*

Cruise control stays engaged for the remainder of the installation.

3.D Tighten both of the yoke Screws (Front) and (Bottom)

3.E Move the cam so it is directly behind the brake lever as close as you can get it without touching. Hold the cam nut on the bottom with a 5/16" wrench and tighten the cam screw on top to secure this position. The unit should now disengage instantly when you pull the front brake.



Ref 3.D

*Tighten both yoke screws (Bottom) and (Front).*



Ref 3.E

*Adjust and tighten cam in position directly behind the brake lever.*

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, adjusting 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 end bracket. 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, follow the next two steps until throttle snaps back to idle normally.
1. Place a 7/16" open end wrench on the wrench flats of the swivel rod. Slowly turn the rod clockwise and then counterclockwise if necessary while turning the throttle and letting go to check for binding. Find the position that provides the best throttle snap back. It doesn't have to be perfect yet, just find the best spot. Refer to section 3.B for proper techniques for re-tightening.
  2. If there is still some bind, place a wrench on the brake pivot nut. Slowly turn the nut as if to loosen it while checking the throttle bind, let the end bracket rotate as you turn the nut. If the bind worsens, turn the nut in the opposite direction allowing the end bracket to rotate with the nut until you find the spot where the throttle snaps back to idle position. Refer to section 2.D for proper techniques for re-tightening.
- 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.D If it feels like you need to apply excessive pressure to engage the unit, check the following three things respectively until engagement is normal:
1. Make sure the cam is not hitting the brake lever during engagement. If it is, move the cam back slightly.
  2. Check the clamp tension (see section 5 next page). Make sure tension is not too tight.
  3. Clamp may be out of position, too far forward. With cruise control disengaged, place a wrench on the brake pivot nut and slowly turn as if to loosen the nut. As you slowly turn the wrench, watch the clamp. Stop turning the nut when you see the clamp move toward the back of the bike. Re-tighten the nut as described in section 2.D
- 4.D Brake Release: The Brake release feature is designed to release the cruise control under any and all circumstance. Please perform the following procedure to confirm that this feature is set up and working properly.

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. Raise the cam height slightly as described in section 3.A

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 main rod. If it does, the cam is set too high. Lower the cam height slightly, as described in section 3.A

*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*



Ref 5.A

### 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.

### 5.B Main tension adjustment

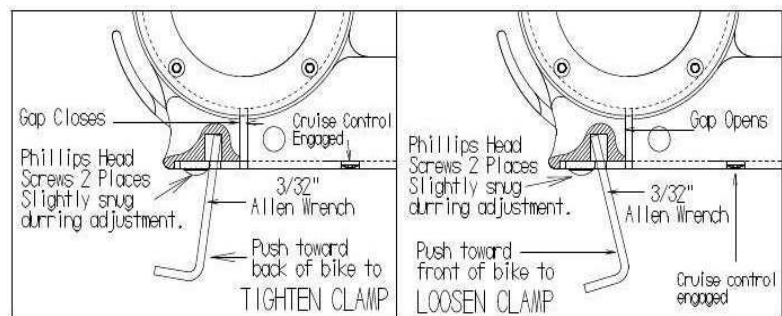
With cruise control in the engaged position, loosen and very lightly snug one tension retaining screw and then loosen and slightly snug the second screw. *These are the two Phillips head screws on the bottom of the cruise control just under the engage button.* It is very important to do this one screw 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](http://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](http://www.brakeawayproducts.com)

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(503) 803-8570

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 any way.
- \* 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](http://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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# 7CP04 / 7CP05 DIAGRAM

