



The below fitting instructions are to be used as a **guide** for installing your 888 fast action T/grip conversion. If you are in any doubt as to how to go about this conversion, please consult a motorcycle mechanic to carry out the work on your behalf! Your motorcycle manual will have correct detailed instructions on removing necessary parts such as fairing / cowling. Before starting work, ensure the bike is switched off and on its centre or a paddock stand.

Tools and Equipment needed for assembling new T/grip:

✂ Spanner set (check your cable adjuster L/nut sizes – 888 T/grip cable ferrule nut size is 14mm)

✂ 4mm Allen Key

Before you start:

If you are fitting a new kill/starter switch; check there is enough space for your new twist grip conversion **and** the housing on the handlebar before starting any work. Prepare your kill switch setup wiring as needed. Fit your rubber grip to the 888 rotor before starting the work.

Remove old Twist Grip and cables from the motorbike:

- 1) Note the routing of the old throttle cables.
- 2) Loosen the **lock nuts** from the **cable adjusters** at the carb, detach adjusters from bracket. Remove the inner wire nipples from the **Cam**.
- 3) Unscrew existing throttle housing clamp to reveal the throttle cam and twist grip rotor. Detach electrical wires from the kill switch to fit to your new setup (if needed). Unhook the inner wires from the throttle twist grip rotor and remove the old throttle T/grip from the handlebar.
- 4) Slide the old throttle cables up from the carburettor end and remove from the motorcycle.

Tip: Turn handlebars to the right to increase the slack for removing the cables. When removing old cables, tie them to the new cables with string to guide the new cables along the same routing if there is enough room.

Fit the new 888 conversion to the motorbike:

Please note on some bikes it may be necessary to fit cables to the carburettor first for easier assembly.

- 1) Loosen the 888 twist grip clamp bolts with a 4mm Allen key, slide the new twist grip onto the handlebar. Fit the cables to the twist grip housing if they are not already. Position 888 and cables so they clear components such as brake master cylinder, kill switch. This may require rotation of grip assembly.
- 2) Select the rotor and install into the twist grip:
 - a) Standard rotor pulls 36mm in **90° rotation of grip**
 - b) Fast rotor pulls 36mm in **80° rotation if grip**

Tip: You can check which rotor is which by observing the groove in the cam. **The shallower groove is the faster rotor.** By default the standard rotor is fitted inside.

- 3) Fit cable nipples to the twist grip cam and complete handlebar assembly by tightening the 4mm Allen key screws. Test operation of twist grip to ensure cables run smooth.
- 4) Unscrew the ferrule adjusters by a few turns to give 3 - 4mm of exposed thread.
- 5) Guide the carburettor ends of the cables down along the same routing as the old cables. Fit the Pull cable first (Throttle in closed position - observe free wires - The wire that gets shorter when turning throttle is the **Pull** cable.) into the carburettor housing the same way the old cable was installed. Fit the cable nipple to the Cam.
- 6) Take up wire slack on Pull cable by turning the carb end adjuster L/nut to ensure cable run is smooth and a quick 'snap' return to idle is achieved. Secure in place with the second L/nut and hand tighten.
- 7) Test operation of Pull cable with steering lock to lock to ensure there is enough freeplay on overall cable length. Tighten the second L/nut with spanner.
- 8) Fit the Close / Return cable into the carburettor housing. Set the adjuster so that there is enough slack to allow the operation of the throttle
- 9) Test operation of cable assembly fully lock to lock before starting engine and test operation with engine running in safe environment before proper use.

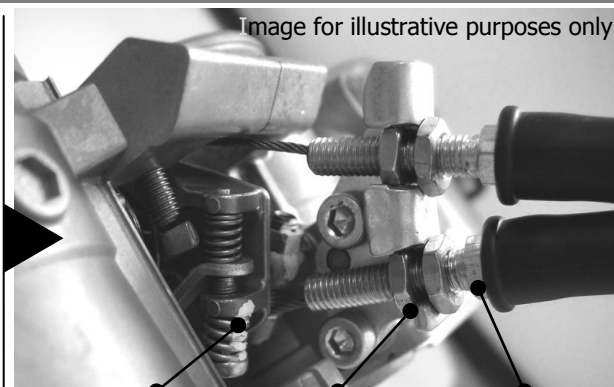


Image for illustrative purposes only

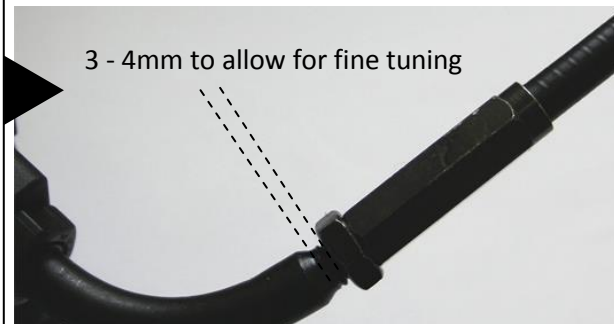
Carburettor Cam Lock Nut Cable Adjuster



Remove fixing screws for existing throttle housing (usually located underneath)



Loosen the 4mm Allen key clamp bolts, fit 888 to handlebar



3 - 4mm to allow for fine tuning

Position the ferrule bends, tighten the 14mm lock nuts. Allow 3-4mm adjustment for the ferrule adjusters