

Goldfinger™

LEFT THROTTLE

INSTALLATION INSTRUCTIONS FOR **can-am** ATV's

INSTALL AT YOUR OWN RISK!

**PLEASE READ ATTACHED INSTRUCTIONS IN THEIR ENTIRETY.
WHAT YOU DON'T KNOW COULD HURT YOU!**

TOOLS NEEDED

Other than the tools supplied with kit, you should only need:

- (A) a pair of pliers (or suitable wrench) to hold locking nut while tightening;
- (B) a pair of diagonal cutters (dikes) to trim excess cable;
- (C) a set of metric open-end wrenches

PARTS LIST

- (1) Throttle perch with Goldfinger lever
- (1) 1" clear nylon spacer hose
- (1) 24" Black cable housing
- (1) Shiny steel cable housing crimp end
- (1) Stainless steel cable
- (1) Safety locking pin for throttle
- (1) Stainless steel adapter plate for right side (with barrel bolt installed)
- (1) Aluminum cable crimp cap (don't lose it...its small!)
- (4) Plastic zip-ties
- (2) Allen wrenches (4mm, 5/32")
- (1) #25 drill bit
- (1) 10/24 thread-cutting tap
- (1) 10/24 x 3/4" stainless steel socket cap allen bolt

CAUTION: Improper assembly of this device may result in serious injury or even death, not to mention catastrophic damage to your machine. Before beginning, you must carefully read ALL INSTRUCTIONS, as well as attached DISCLAIMER INFORMATION. If you have any questions, no matter how silly, consult an expert mechanic or call to speak with one of our Technical Advisors at (509) 927-7533. While installation is quite simple, it should ONLY be performed by those possessing solid mechanical abilities.

A) Installation of Left-Side Throttle Lever Perch (SEE PHOTO A)

On most Can-Am ATVs the throttle lever perch will fit over the left side handlebar with no modifications to the grip. The goal for this section will be to position the throttle lever perch assembly on the left handlebar, between the handlebar grip and the switch console, as shown in PHOTO A. It is recommended that the GOLDFINGER lever should be in the 6:00 position (straight down), or 90 degrees from the brake lever.



B) Installation of Right-Side Throttle Adapter Plate (SEE PHOTOS B1 and B2)

- 1) You will need to disassemble the OEM throttle block assembly. First, use a 14mm wrench to loosen the set nut on the throttle cable housing, then remove the three 4mm socket cap bolts holding the top of the throttle assembly to the bottom.
- 2) Taking note of the internal rubber seal for proper reinstallation later, remove the bottom half of the OEM throttle assembly. It should hang by only the throttle cable which you will be removing in the next step.
- 3) Remove the throttle cable from the throttle block by unthreading it until no more threads hold the cable in the housing. Twist the internal arm slightly to detach the cable and remove from the throttle block.
- 4) Turn the lower throttle assembly upside down on your workbench. You will see a small dimple in the aluminum casting at the center of the throttle pivot arm (SEE PHOTO B1).
- 5) We STRONGLY RECOMMEND that you use a drill press for this operation. Using the #25 drill bit, carefully drill into the center of the dimple approximately 3/4". You should feel increased resistance as the drill bit finishes drilling the aluminum and begins to make contact with the internal pivot arm steel screw.

B1**B2**

- 6) It is now time to tap the hole you just drilled. It is **CRITICALLY IMPORTANT** that you are patient with this step of the process. If you are too aggressive in your tapping, you will either break the tap or gall the threads which will require replacement of a \$100 part. We recommend that you cut no more than 1/2 turn maximum at a time, and be sure to use plenty of WD-40 or other light oil throughout the tapping procedure. After each 1/2 turn, completely remove the tap and clean the threads. Plan on this process taking **AT LEAST 15-20 minutes**. If you happen to break your tap inside the throttle assembly, you were too aggressive and will need to call your dealer to order a replacement.
- 7) Continue tapping approximately 3/4", or until the tap contacts the above-mentioned internal steel screw.
- 8) Remove tap and clean newly cut threaded hole with compressed air and/or WD-40.
- 9) Thread the 10/24 allen bolt first through a stainless washer, then through the stainless adapter plate, and then into the threaded hole you just tapped (we suggest using 2 drops of BLUE loctite on the threads before final assembly). The bent tab on the adapter plate should be positioned so that it engages the throttle arm when pulled by the GOLDFINGER left throttle (SEE PHOTO B2).
- 10) Carefully tighten the stainless allen bolt until it is snug, then back off the tension approximately 1/4 to 1/2 turn or until the stainless adapter can turn freely. This will allow your GOLDFINGER to operate independently from the factory throttle.
- 11) Reattach the throttle cable to the eye on the internal pivot arm, then by threading it into the housing until snug.
- 12) Replace internal rubber seal, then reattach lower throttle block assembly using the three 4mm allen bolts.
- 13) Tighten the set nut on the throttle cable housing.

C) Routing of Cable Shroud From Left Throttle to Right-Side Cable Attachment (See PHOTO C1 & C2)

(CAUTION: Your kit contains a 24" black cable housing. This cable housing **MUST BE TRIMMED** to the appropriate length after trial installation for safe and proper operation.)

- 1) In order to protect your cable from the many hazards of off-road use, you will need to route your left-throttle-to-right-throttle cable shroud underneath the handlebar mud shroud (on models so equipped). Depending on the model, you will need to remove either the speedometer housing assembly or the handlebar mud shroud, then replace after cable installation.
- 2) Route cable housing along handlebars and secure firmly to handlebars using supplied zip ties as shown in PHOTO C1 (try to avoid any sharp bends which will increase cable friction). Pull the zip ties snug, but not so tight as to kink the cable, then cut off the excess length from each zip tie.
- 3) Insert the bare end of the stainless cable into the left end of the black cable housing and push all the way through until it comes out the other end.
- 4) Insert the "hammerhead" cable end into the slot in the left throttle lever.
- 5) Insert the bare end of the stainless cable through the hole in the rounded end of the adapter plate's barrel bolt (you may need to loosen the allen bolt slightly to allow the cable to pass through the hole). It is very important that the cable follow as straight a line as possible to the right side in order to reduce kinks or binding, which may cause friction.
- 6) With the left throttle in the fully-closed position, check to make sure **chrome-capped cable housing** end is pushed all the way into the left-throttle assembly. Next, measure 1 1/4" to the **LEFT** from the rounded end of the barrel bolt and make a mark on the black cable housing.
- 7) Before trimming cable housing, you **MUST** slide the stainless cable far enough into the housing so you don't cut through the cable itself. Use a sharp pair of diagonal cutters (dikes) to cut the cable housing. After trimming cable shroud, inspect end for any burrs or obstructions which might need further trimming.
- 8) Lightly crimp the shiny chrome cable end included in your kit on to the cut end of the cable housing (regular pliers work nicely).
- 9) Now, push stainless cable back through the cable housing, making sure the cable slides smoothly in and out of housing. (It may be necessary to lightly ream the cut end with a drill bit slightly smaller than the internal diameter of the cable housing.)
- 10) Next, run the bare end of the cable through the large end of the rubber accordion boot, and pull the boot up until it slides on to the chrome cable housing end see PHOTO C2.
- 11) Insert stainless cable through hole in the rounded end of barrel bolt. For now, leave excess cable hanging out of the end of the barrel bolt, and do not tighten the barrel bolt allen screw yet.
- 12) Replace the handlebar mud shroud assembly.

C1**C2**

D) Left Throttle Adjustment

THE FOLLOWING IS THE MOST CRITICAL PART OF THE INSTALLATION PROCESS!

- 1) With the right throttle in the FULLY CLOSED position and while holding the throttle plate from moving, pull the bare cable end firmly to the right to eliminate slack in the cable (pliers or vice grips help to grip the cable).
- 2) Using the 4mm allen wrench, tighten the short allen screw into the barrel bolt to secure the cable. DO NOT TIGHTEN COMPLETELY until you are satisfied with the adjustment of the cable (this will flatten the cable inside the barrel bolt, making it more difficult to adjust).
- 3) Slowly engage the left throttle (with the engine off, of course--we had to put that in for obvious legal reasons) while watching the movement of the right-side adapter plate. If adjusted properly, the right throttle should open fully, and then CLOSE COMPLETELY when left throttle is released. If it does not do this, continue adjusting position of cable inside barrel bolt until throttle opens and closes fully. When satisfied with adjustment, tighten allen screw into barrel bolt. (NOTE: There should be one washer between the allen bolt head and the top side of the adapter plate, and another washer between the plate and the barrel bolt. When the allen bolt is tightened completely into the barrel bolt it will secure the cable, but there should still be a tiny bit of clearance so the barrel bolt can rotate freely without binding.) Use your best judgment so you don't strip threads in the barrel bolt (we've never done it yet, but we're sure someone out there might be stronger than us....)
- 4) One more test: Engage the right throttle flipper fully with your right hand while watching the left throttle. Does the left throttle move any more than 1/8" to 1/4"? If so you need to remove the friction by loosening the pivot bolt in 1/8 turn increments until the left throttle movement is reduced to less than 1/8" to 1/4".
- 5) Final step: Now you're ready to trim the excess cable. It's best to use a sharp pair of diagonal cutting pliers or other suitable wire cutters. You should leave about 1/2" of cable sticking out of the blunt (right) end of the barrel bolt. Push the bare wire into the aluminum crimp cap included with your kit, and crimp lightly with pliers to secure it on to the cable.
- 6) Before starting your machine, confirm that OEM throttle is in the fully closed (idle) position.

E) VOILA, YOU'RE FINISHED! Now you're ready for the real test!)

BEFORE EACH RIDE

Always inspect both ends of the cable, the left throttle lever, and the right-side adapter before each ride. Look for mud or ice buildup from the cold ride on the trailer, loose fasteners and/or kinks in the cable. Make sure before starting engine that both throttles are in the FULLY CLOSED position. If anything looks amiss, either remedy the problem or remove the adapter plate to disable left throttle. After starting engine, check to make sure left throttle engages right throttle, and that engine immediately returns to idle when lever is released.

CAUTIONS WHEN RIDING

Getting accustomed to your newly-installed GOLDFINGER left throttle will probably take a day or two of riding. We recommend that you ONLY use it when sidehilling or hillclimbing. For this reason, we have included a safety locking pin with your kit. This pin should ALWAYS be in place when trailriding, loading and unloading (we've heard horror stories of people who have accidentally grabbed wide-open throttle when slowing for a corner, and others of people who have launched themselves through the steel fronts of their enclosed trailers.) NEVER, NEVER, NEVER allow anyone unfamiliar with your machine to operate without your first inserting the safety locking pin! CHILDREN UNDER THE AGE OF 16 SHOULD NEVER BE ALLOWED TO OPERATE AN ATV WITHOUT THE SAFETY LOCKING PIN IN PLACE. (TIP: Secure your pin to your handlebars with a rubber band so you don't lose it. If you do lose it, please contact us via email at sales@fullthrottleinc.com or call us at (509) 927-7533 for a FREE REPLACEMENT pin.)

AFTER ROLLOVER/CRASH

Inspect to make sure all parts of the Goldfinger assembly are still in good shape and still properly installed after any crash or rollover.

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