

Use this upgrade kit for:

- ➔ 2007 - XRS, X, Summit models
- ➔ 2008 - 600, 800, 1000 cc models

Revised July 2009

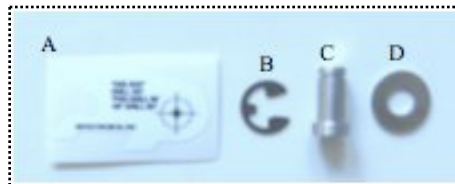
CAUTION: INSTALLATION IS ALWAYS AT YOUR OWN RISK.

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 professional 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.

IF YOU ARE NOT MECHANICALLY INCLINED WE RECOMMEND YOU SEEK OUT EITHER A PROFESSIONAL OR YOUR DEALER TO INSTALL THE GOLDFINGER ON YOUR SNOWMOBILE!

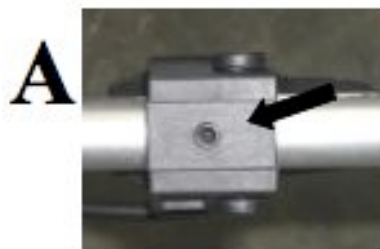
PARTS LIST (in addition to the main GOLDFINGER kit)

- A. Sticker template (1)
- B. E-clip retainer (1)
- C. Stainless-steel pivot pin (1)
- D. Stainless-steel washer (1)



A) Remove the OEM throttle flipper.

- 1) With engine off, engage the right side throttle flipper and remove the throttle cable going to the carburetor.
- 2) Using the large allen wrench found in your GOLDFINGER kit, loosen the allen screw fastening OEM throttle block to the handlebars (see photo A).
- 3) Using a flat tool such as a screwdriver first depress the tiny release tab (marked by the arrow in photo B), then remove the rectangular backing piece of the OEM throttle block by sliding it out from right to left.
- 4) Carefully remove the OEM throttle block from the handlebar. It should snap off easily.
- 5) Remove the OEM throttle flipper from the throttle block. This is done by first rotating the throttle flipper 180 degrees from idle position (see photo C), then carefully prying the plastic pins molded to the OEM throttle flipper arms out of the pivot holes in the throttle block housing.
- 6) Detach the thumb warmer wire from the plug harness on the handlebar. The throttle flipper should now be completely free from the throttle housing.



Loosen allen screw



Remove backing piece



Rotate flipper 180 degrees

B) Remove pivot pin, drill hole and carve notch into original flipper. (Caution: the OEM throttle flippers are rather expensive to replace so please proceed with caution. Full Throttle, Inc. WILL NOT BE RESPONSIBLE for any improper modifications performed to your throttle flipper.)

- 1) There are peg-shaped pivot pins protruding from the inside faces of the top and bottom arms of the throttle flipper. These are the pivot points for the throttle flipper. You will need to remove the **BOTTOM PIVOT PIN ONLY** by sanding or filing it off (a Dremel rotary tool works nicely). Be sure to remove the **BOTTOM PIVOT PIN ONLY**, leaving the washer-shaped plastic protrusion at the base of the pin intact (see white arrow on photo D).
- 2) Remove backing from the white sticker template, and place it on the bottom face of the bottom flipper arm. Make sure the edges are aligned exactly (see photo E) **Be sure to line up the template accurately.** Use the thumb warmer wire hole and the edges of the flipper arms as a guide.
- 3) Using a 1/8 inch drill bit, carefully drill a preliminary guide hole in the flipper. Be sure to center the guide hole **PRECISELY** on the bulls-eye printed on the template.
- 4.) Drill through the 1/8 inch guide hole using a 9/32 inch drill bit. Make sure that the hole is **NOT** drilled at an angle. If necessary, smooth the edges around the new hole with fine sandpaper.
- 5.) Finally, you'll need to make a small notch in the OEM throttle flipper in order to create clearance for the tab on the GOLDFINGER stainless steel adapter plate (see photo F). Using a file, a sharp knife, or a Dremel remove the small amount of plastic exposed on the side of the arm (this area you need to remove is labeled on the template), then remove the template. Make sure the notch is smooth, with no ragged edges.



Remove pivot pin



Place template on flipper



Notch should be smooth

C) Assemble the machined stainless steel pivot shaft and adapter plate on the OEM throttle flipper throttle.

- 1) Reassemble the OEM throttle flipper on the throttle block housing, in reverse order of how it was removed (you'll need to rotate the flipper 180 degrees from the fully closed position in order to get the top throttle flipper pivot to enter the hole in the throttle block).
- 2) Starting from the inside of the throttle block, insert the machined stainless-steel pivot shaft into the stainless-steel washer (both are included in this upgrade kit), then through the pivot hole in the throttle block housing, then through the newly-drilled hole in the OEM throttle flipper, and then through the stainless-steel adapter plate included in the main GOLDFINGER package. The adapter plate has a bent-up tab which should fit in the space between the throttle flipper and the throttle housing.
- 3) Snap the E-clip retainer into the groove on the stainless-steel pivot pin (see photo G).
- 4) Compare completed assembly to summary in Photo H.
- 5) Replace the completed throttle block assembly back onto the handlebar by snapping it into place.
- 6) Reinstall the rectangular throttle block backing piece by sliding it in (from left to right) until the release tab snaps into place. Tighten the allen set screw.
- 7) Replace the OEM carburetor throttle cable end into slot in the OEM throttle flipper.
- 8) Reconnect the OEM thumb warmer wire to the handlebar wiring harness.

G



Attach E-clip retainer to pivot pin

H



Starting from inside of throttle block, pivot pin goes into:

1. Stainless washer
2. Throttle block housing
3. OEM Throttle flipper
4. Stainless-steel adapter plate
5. E-clip retainer

D) Return to the main GOLDFINGER instructions to continue the installation of your GOLDFINGER left-side throttle.

Resume with Step C: *"Routing of Cable From Left Throttle to Right-Side Cable Attachment"*