

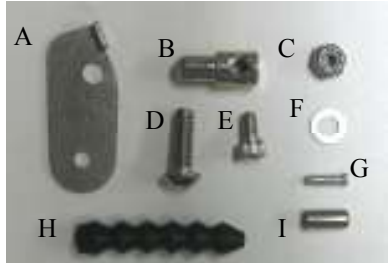
Goldfinger™

LEFT THROTTLE

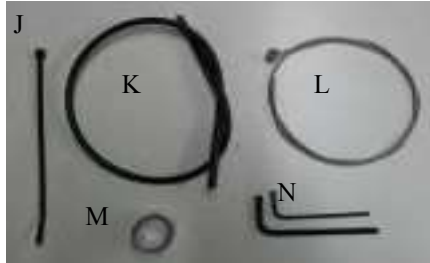
INSTALLATION INSTRUCTIONS FOR POLARIS ATV's

INSTALL AT YOUR OWN RISK!

PLEASE READ ATTACHED INSTRUCTIONS IN THEIR ENTIRETY.



- A. Stainless Steel Adaptor Plate
- B. Bullet Bolt
- C. Nyloc Nut
- D. Button Head Screw
- E. Small Adaptor Bolt
- F. Washer (2)
- G. Crimp End
- H. Rubber Accordion Boot
- I. Ferrell End



- J. Zip Ties (4)
- K. Black Cable Housing
- L. Stainless Steel Cable
- M. Nylon Spacer
- N. Allen Wrench (1 Small, 1 large)

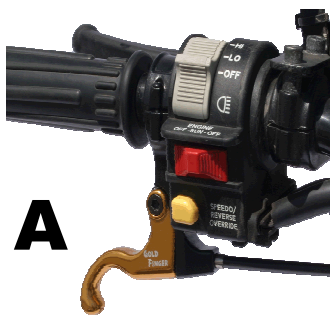


- O. Goldfinger Lever w/ Safty Pin attached

CAUTION: Improper assembly of this device may result in serious injury or even death, not to mention damage to your machine. Before beginning, you must carefully read ALL INSTRUCTIONS, as well as attached DISCLAIMER INFORMATION. While installation is quite simple, it should ONLY be performed by those possessing solid mechanical abilities

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

OBJECTIVE: The goal for this section will be to position the throttle lever perch assembly as close as possible to the left side of



the brake or switch housing on the left side of handlebars. The lever should be hanging in the straight down position. On many models the throttle lever perch will fit over the left side handlebar with no modifications to the grip.

- 1) Your perch has two smaller bolts on the top, remove both bolts with the small allen wrench and remove the perch top.
- 2) Position perch over handlebar as close as possible to the left side of the brake reservoir/switch housing assembly on the left side of handlebars. Then close the perch together with the Goldfinger lever in the position of 6:00 (straight down). There is a nylon spacer provided if desired application is on the handle bar rather than the grip.
- 3) Secure the perch by replacing the bolt(s). Be careful not to cross the threads.

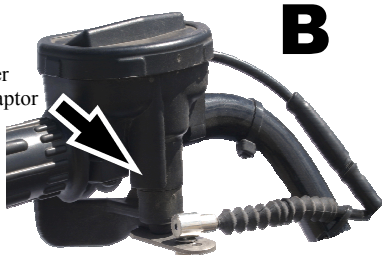
CAUTION: *In no case should your GOLDFINGER throttle lever be parallel to your brake lever!*

Part Two: Installation of Right-Side Throttle Adapter Plate (SEE PHOTO B)

OBJECTIVE: The goal of this section is to install the stainless steel adaptor plate to the right side of the handle bars. As seen in photo B (adaptor plate is letter M in parts section of instructions)

- 1) Take the adaptor bolt provided in kit and thread one washer on to it, then thread through the open hole on the stainless steel adaptor plate, (The head of the bolt should be on the opposite side of the side with the bullet bolt on it. Then thread another washer onto the adaptor bolt.

Hollow cylinder hole (screw adaptor screw in here)



Throttle Block

2) Look on the back side of the throttle block on the right side, on the bottom there is an opening to a hollow cylinder, starting from the bottom, screw the adaptor plate bolt into the open hole in the throttle block. The barrel bolt should be on top and pointing towards the other side of the handle bars. Be sure to screw the adaptor bolt all the way into the cylinder on the throttle block.

Part 3: Routing of Cable Shroud From Left Throttle to Right-Side Cable Attachment

OBJECTIVE: The goal in this section is to connect the right side throttle with the Goldfinger on the left side using the cable and cable housing. (See Picture C)



1) In order to protect your cable we recommend that you route the cable from the left side to the right side by going underneath the handlebar padding, **on models so equipped**. To do this you will first need to remove the center handlebar padding. Most snowmobile models have either zippers or a hook and loop fastener closure system which you will first need to open before removing the foam padding.

- 2) Take the stainless steel cable and insert the end without the head into the black cable housing, starting at the end with the stainless steel cap and push all the way through until it comes out the other end.
- 3) Push the "hammerhead" cable end into the slot on the back of the left throttle lever and thread through the end of the lever as shown in picture E.
- 4) Route the cable across the handlebars and through the hole in the rounded end of the bullet bolt (you may need to loosen the small 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. (TIP: It typically works best to run the cable UNDERNEATH the brake line and wiring harness on the LEFT SIDE of the handlebars, but OVER the wires and Original throttle cables on the RIGHT SIDE of the handlebars.)
- 5) With the left throttle in the fully-closed position, check to make sure the ferrel capped end of the cable housing is pushed all the way into the left-throttle assembly. Next, on the right side, measure 1 1/4" to the LEFT of the rounded end of the bullet bolt and make a mark on the black cable housing.
- 6) Next, remove the cable from the bullet bolt and housing, 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 excess cable housing. After trimming cable shroud, inspect end for any burrs or obstructions which might need further trimming.
- 7) Next take the ferrel end and put it on the end of the cable housing and with a pair of pliers lightly crimp the sides a couple of times to secure it to the end of the housing.
- 8) Now, push the stainless cable back through the cable housing, making sure the cable slides smoothly in and out of the housing.
- 9) 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 onto the end of the cable housing.
- 10) Insert stainless cable through hole in the rounded end of barrel bolt. For now, leave excess cable hanging out of the end of the bullet bolt, and secure the newly routed cable shroud with a zip tie onto the left and right side of the handlebars. Pull the zip ties snug, but not so tight as to kink the cable, then cut off the excess length from each zip tie.
- 11) Replace the handlebar padding and cover.

Part 4: Left Throttle Adjustment

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

- 1) Turn the left throttle perch adjuster ring all the way in (clockwise).
- 2) With the right throttle in the FULLY CLOSED position and while holding the throttle plate from moving, pull the bare cable end tightly to the right to eliminate slack in the cable (pliers or vice grips help to grip the cable).
- 3) Using the Large 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).
- 4) 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....)

- 5) 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 nyloc nut on the pivot bolt in 1/8 turn increments until the left throttle movement is reduced to less than 1/8" to 1/4".
- 6) 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.
- 7) Before starting sled, 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. Make sure before starting the 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, and that engine immediately returns to idle when lever is released.



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