

ATV Thumb Warmer Installation Instructions for the following kits:

210008MT, M92-21008, M92-21009

Application: Honda, Polaris (2000 and older), Kawasaki and Yamaha

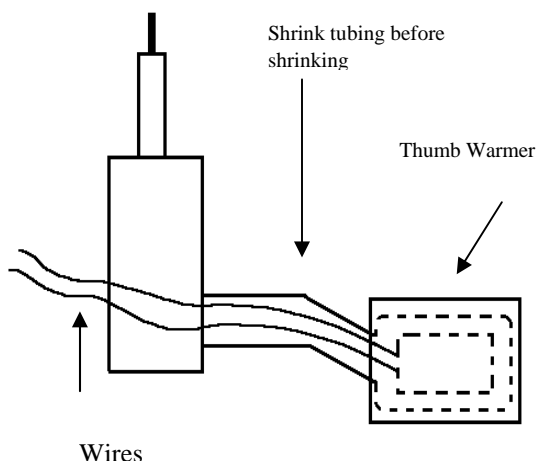
- **Do not cut or needlessly flex the warmer**
- **Please read all instructions before beginning installation**

Throttle Preparation/Warmer Attachment

Clean the throttle of any dirt, grease or oil. Do not cut away the existing rubber covering. Peel the release paper from warmer and press on to the throttle front (where thumb rests) (Figure 1).

Slide shrink tubing over the end of throttle and position such that it will cover warmer (Figure 1). The shrink tubing has a 3 to 1 shrink ratio in diameter and up to 15% longitudinally. Use a heat gun, lighter or match to heat the shrink tubing. If you use a lighter or match, remove the throttle to allow rotation for more even heating. Be careful not to overheat in one area as this can split or burn the shrink tubing. Reinstall throttle if necessary.

Figure 1. Throttle View



Hi/Low Switch Installation

Choose a location for the switch, which is convenient and has sufficient rear clearance for the electrical connections and is within 18" of a voltage-controlled wire (a wire in the lighting circuit). Drill a 1/2" (13mm) hole and install the switch from the back. Leave the strain relief nut on the switch. On the front install the Hi/Low indicator tab and secure the switch and tab using the metal nut. The amount of switch barrel protruding can be adjusted by moving the strain relief nut.

Wire Routing and Connections

Route the electric cord along the handlebar to switch area and secure with supplied tie wraps, electrical tape, or both. Cut and strip to proper length. Attach a ground wire of sufficient length to go from the red wire to a good ground.

WARNING: Lead wire slack in the area of the throttle must be neither excessive nor tight. Ensure no binding occurs when the throttle is open fully. Soldering connections is the most durable method, but the following will provide years of service. Attach the 1/4" female slip-on connectors to the white and blue wires and #10 ring terminal to warmer leads as shown in Figure 2. (A crimping tool works best, but a Vise Grips or pliers will work).

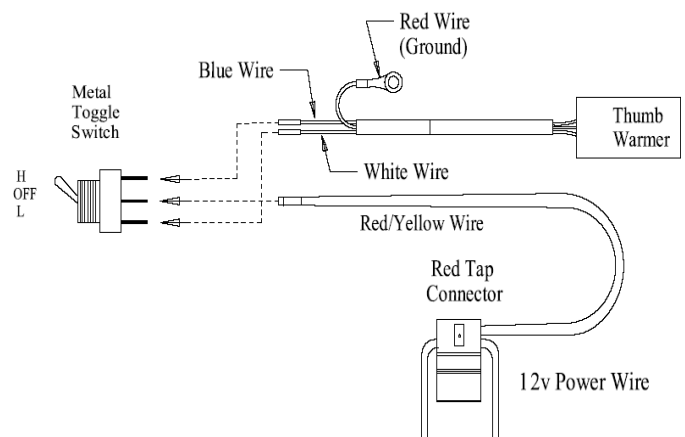


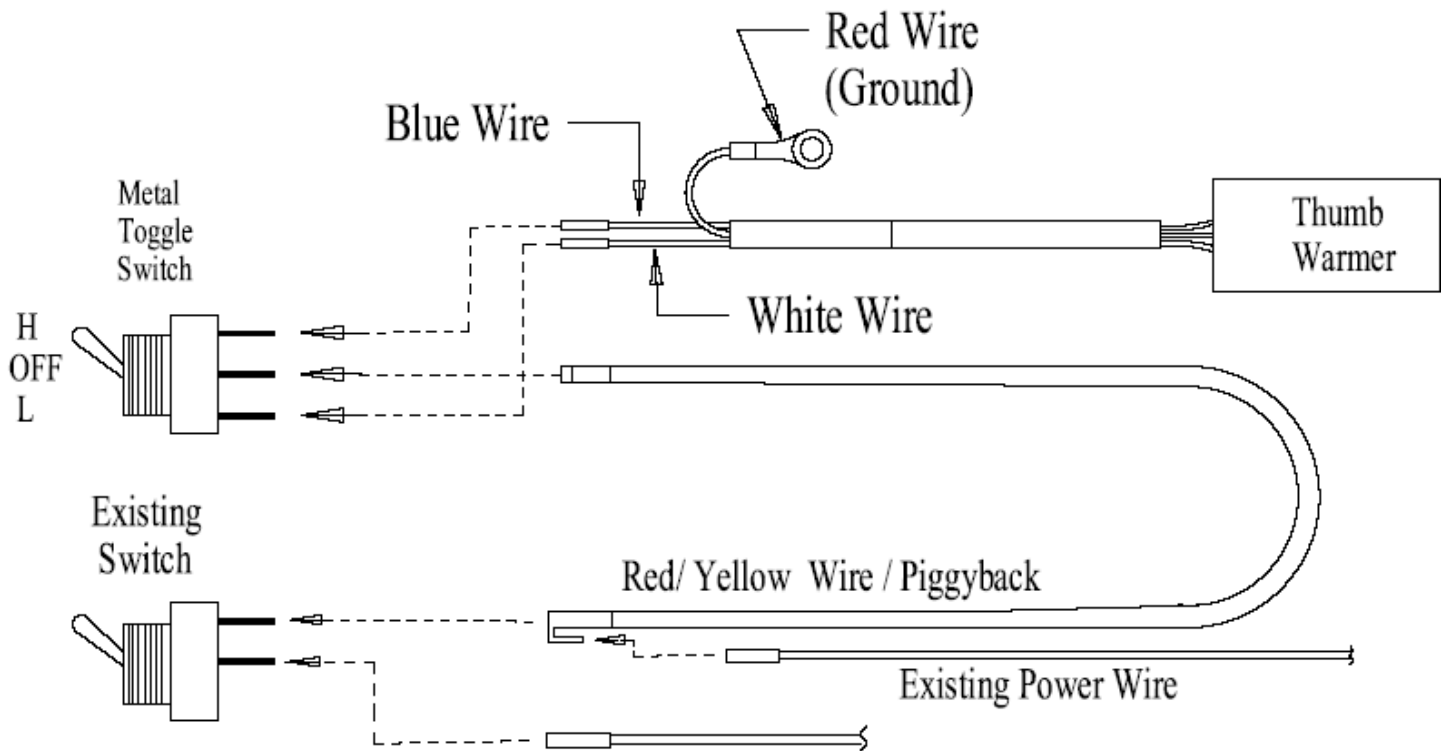
Figure 2. Switch Connections (Option B)

Connect the single yellow or red wire to a regulated (lighting) circuit using Option A (ATV has a switch in a lighting circuit with a 1/4" tab) or Option B:

Option B: Locate a power wire (usually yellow) leading to a headlight, taillight, or dash light (Figure 2). Using the red tap connector, place this power wire into the continuous channel and insert the red wire (do not strip insulation) completely to stop in the second channel. Make the connection by squeezing (w/pliers) the metal contact until flush with the top of the connector. Close the hinged cover until latched. Complete connections to switch and ground circuit.

Option A: (Figure 3) Unplug the existing power wire from the constant power side of the existing switch, slip on the piggyback connector, and reinstall the slip-on connector on the male terminal of the piggyback connector.

**Figure 3. Power from Existing Switch
(Option A)**



Notes:

1. If the warmer does not get hot, check electrical connections.
2. **CAUTION: SINCE THE THUMB DOES NOT DETECT HEAT WELL, USE CAUTION WHEN OPERATING THE WARMER OVER EXTENDED PERIODS.**
3. Heater resistance should be 35/70 +/- 5 ohms. For added security, a 7-amp fuse could be integrated into the circuit.

For technical information regarding this product, please call 763-571-9193 ext 106.