

# HotGrips<sup>TM</sup> OXFORD

## Fitting and user instructions



Page 2-7



Page 8-13



Page 14-19



Page 20-26



Page 27-32

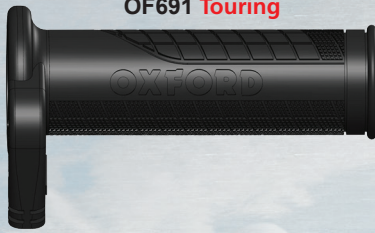


Page 33-39

OF690 **Adventure**



OF691 **Touring**



OF692 **Sports**





## Oxford HotGrips™: Fitting and User Instructions for part codes: OF690 Adventure, OF691 Touring & OF692 Sports HotGrips™ with v.8 heat controllers.

### A: Safety first: read carefully before fitting or using!

**IMPORTANT:** If you have any doubt about fitting your Oxford HotGrips™, immediately consult your local authorised Oxford stockist for advice or alternatively visit our website [www.oxprod.com](http://www.oxprod.com) and check for updates on the Frequently Asked Questions.

#### WARNINGS:

- i. Your HotGrips must only be connected and turned on when fitted to your handlebars as per the instructions.
- ii. Before using the motorcycle/vehicle each time, please ensure that the fitted HotGrips are firmly glued to the handlebar. Failure to do so could result in an accident or personal injury.
- iii. Ensure that the throttle operates freely. Ensure that normal operation of the motorcycle is not affected. The Hotgrip cables must not foul or restrict the operation of the brake or clutch levers.
- iv. HOTGRIPS are designed for use with gloved hands. Do not allow bare skin to come into contact with your HotGrips when turned "on". Check the temperature for suitability before you set off. If the temperature becomes too hot when on the move, pull over safely and turn the temperature down or turn the switch OFF if appropriate.
- v. Do not leave the motorcycle unattended when the HotGrips are turned on. The heat regulation is only controlled by the motorcyclist turning the heat controller up or down to suit the ambient weather conditions. If the grips are left turned ON at a high heat setting whilst the motorbike is in a warm garage or in warm ambient conditions, damage to the HotGrips or motorcycle could occur. Similarly if the Hotgrips are left turned on when fitted inside handlebar muffs the temperatures may rise beyond a safe point and damage or even risk of fire could occur in the most extreme situations. These are designed to be used in cold weather with the rider present.
- vi. Replace the HotGrips when the pattern of the outer rubber wears away in any one area or the tread pattern disappears.
- vii. Regularly check the integrity of the attachment and materials of your HotGrips.  
Do not use if in doubt and consult your local authorised OXFORD stockist.
- viii. OXFORD Products will accept no liability for the consequences of grips, which have not been securely fitted. Liability is limited to the replacement parts of the HotGrips in case of faulty materials or manufacture.

### B: Parts list

Before fitting, check that the following parts are included in the kit:

- 1 x Left HotGrip (22mmØ I/D)
- 1 x Right HotGrip (25.6mmØ I/D)
- 1 x Intelligent Heat Controller (code: OFV8) and adhesive pad
- 1 x Universal bracket for switch - OF91 (fitment may not be suitable for all vehicles)
- 1 x Wiring loom (1.52mtr long : code OF695L)
- Cable ties and grip superglue

| Code/Grip       | Standard length (mm) | Minimum length (mm) |
|-----------------|----------------------|---------------------|
| OF690 Adventure | 132                  | 122                 |
| OF691 Touring   | 120                  | 110                 |
| OF692 Sports    | 123                  | 114                 |



### Tools needed:

- A coarse and fine file for smoothing the throttle slider tube
- Glass paper for cleaning the handlebars
- Cable snippers or pliers
- Standard motorcycle tools to remove the seat, fairing panels and battery connections

### C: Fitting and Wiring Instructions for Motorcycles

Your Oxford HotGrips are designed as a replacement for the handle bar grips already fitted to the motorcycle. Hotgrips will fit onto most motorcycles that use 22mm or 7/8" Ø handlebars. The grip has an open end to allow for the bar end weight to be refitted without the need to trim the grip. If the end of the Hotgrip does need to be trimmed to ensure that a bar-end weight can be fitted without fouling the Hotgrips, then it is advisable to trim up to the point shown in the diagram below. This ensures that the heating elements do not get cut.

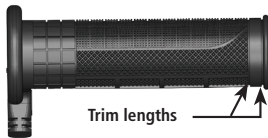
### The left and right grip are different sizes:

One is designed to fit over the left handlebar and has an internal diameter of approximately 22mm. The other fits over the throttle slider on the right handlebar and has a diameter of approximately 25mm.

### D: Fitting Procedure

1. Remove the existing handlebar grips.
2. Clean the left handlebar ensuring that the bars are smooth and free of glue and residue.
3. The bar should measure a consistent 22mm diameter.
4. When the right grip is removed there is a nylon throttle slider underneath. This may need to be removed and any raised areas smoothed off to ensure that the diameter is a consistent 25.6mm.  
This often involves filing off the raised ridges that were formed on the throttle slider.  
Trim length here (picture below)

OF690 Adventure



OF691 Touring



OF692 Sports



### E: Trial fit the Oxford HotGrips

1. Always "dry fit" the grip to the bar first, to ensure that the grip is a snug fit before using the adhesive.
2. The HotGrips have a unique internal tube that can expand to fit over the handlebar.
3. This makes them easier to fit over handlebars that have inconsistent diameter bars due to manufacturing tolerances.
4. If the grips are too tight to slide on with only gentle effort, do not force them on or damage may occur. Check the dimensions of the handlebars again and adjust as necessary.
5. If the HotGrips do not slide on easily, check if there is any excess rubber on the inside of the grip which may have seeped through the expansion slot during manufacturing. If so, use a long file and gently remove the excess rubber with the edge of the file.
6. When sliding the grips onto the handlebars it is possible to twist them into place until they reach the correct finished position.



## F: Positioning on handlebars:

1. Position the grips so that the wires do not foul against the brake / clutch levers. The throttle grip should rotate freely without obstruction and without stretching or pinching the wires. The ideal fitment position of the grips can vary from bike to bike. We find that an ideal position can be one whereby the wires of the grips sit just below the brake and throttle levers. This position allows the Hotgrip wiring to be neatly attached to the clutch/brake cables and usually prevents the wires from being strained. We have molded an arrow into the grip to indicate the position that we consider to be the correct fitted position on the handle bar. (picture below)



Throttle open



Throttle closed



However some people prefer the wire of the grips to sit a safe clearance above the brake and clutch levers so that the wire exits forward and relatively horizontal. When the throttle is opened the wire will then raise upwards and away from the brake lever.

2. Before removing the grips for the final fitting procedure, it is important to connect the electrical wiring harness to the battery and the grips. With the motorcycle engine running the grips can be switched on to make sure that the grips operate as expected.

## G: Final fitting of grips

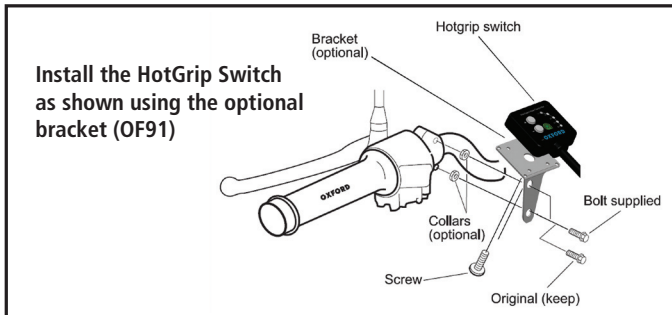
1. Use the Super glue provided. It has been proven for this application and we cannot guarantee the suitability of an alternative. Under no circumstances should the grip be fitted to the handlebar without glue!
2. **WARNING:** The Superglue will bond skin and eyes in seconds. Keep out of reach of children.
  - IT IS VERY IMPORTANT TO FIT THE GRIP IMMEDIATELY AND WITHOUT DELAY BECAUSE THE SUPERGLUE PROVIDED WILL BOND THE HOTGRIPS TO THE BARS VERY QUICKLY. THIS IS PARTICULARLY RELEVANT WITH THE THROTTLE SLEEVE AND HOTGRIPS
  - Don't let the glue drip onto paintwork. Shield paintwork appropriately.
3. **Clutch side HotGrips:**
  - Apply plenty of glue along the length and around the diameter of the handle bar where the grip will finally sit.
  - Push the grip into place ensuring that the HotGrips are positioned correctly so it does not foul the clutch operation.
4. **Throttle side HotGrips:**
  - If the grip is a very tight fit over the throttle slider, then it is advisable to apply plenty of glue on the actual plastic throttle slider on the inner most flange and less along the length of the throttle slider. This is to ensure that the grip and glue do not set too early and half way up the throttle slider. We would also recommend to apply a ring of glue around the outer end of the throttle slider as some of this will naturally be drawn up the length of the throttle slider tube. If however the grip slides easily over the throttle slider then we would recommend using plenty of glue around the whole circumference of the throttle slider to ensure a safe and secure fitment.



5. Be sure to act immediately to wipe away any excess glue with a dry cloth.
6. Allow the glue to dry for at least 24 hours before using. Ensure that the grips are firmly fixed in place before use. Do not use if the grip moves and seek advice immediately.

### H: Wiring Harness Installation

1. Find a suitable location to mount the switch and then take the wiring back to the battery.
2. Install the switch in a suitable position ensuring the wires from the grips reach without strain.
3. The switch may be mounted on a flat panel using the self adhesive mounting foam pad. It may also be mounted on the metal bracket supplied (if the bracket is suitable for the vehicle). Please fit the foam pad between the bracket and switch to reduce vibrations. The bracket may also be bent to a different shape if required.
4. On many bikes it is possible to fit the bracket to the clutch clamp as shown below using the longer bolts provided.



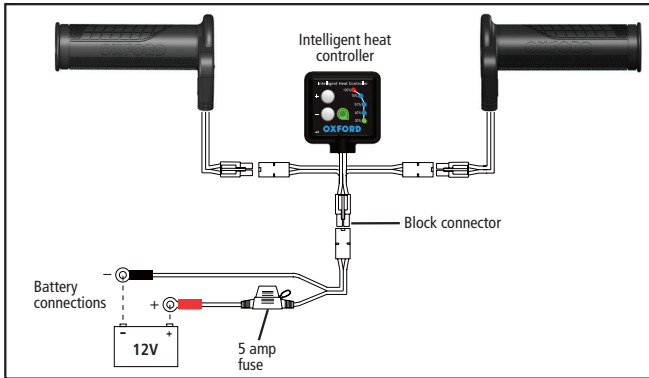
5. The loom is designed for ease of fitting. There are only 2 wires that need attaching to the motorcycles existing wiring system. All other connections are through the multi pin block connectors and cannot be fitted the wrong way.
6. We recommend that the wiring loom is positioned away from existing wiring looms on the motorcycle to avoid any possible electrical interference issues.
7. When the wiring is in position on the motorcycle, we strongly recommend that all connectors are protected with either electrical insulation tape, waterproof sealing tape or heat shrink tubing (be careful not to damage the cable when fitting heat shrink).
8. Both the negative and the positive battery connections are fitted with a ring terminal. This will allow them to be bolted to the battery terminals. It is both preferable and the easiest option to connect the positive (+ Red wire) straight to the positive (+) battery terminal so that the switch receives sufficient voltage from the vehicles charging system.
9. The negative or earth (Black wire) should be connected to the negative (-) battery terminal.
10. If the switch must be connected to a switched ignition supply feed, please ensure that the wiring harness is connected to main ignition cabling which can take the extra load of up to 4 amps. Problems are commonly found to be caused when connections are made to horn or any lighting circuits.

Typical problems experienced could be:

- The switch may not come on
- Fuses failing in the fuse box
- Overheating of wires on the bike
- Indicators or lighting malfunctioning

If unsure, please contact your local dealer for advice before fitting these Hotgrips.

**Refer to the wiring diagram on the next page.**



## I: Usage guidelines

Once fitted, the OXFORD HotGrips are designed for keeping gloved hands at a comfortable warm temperature. Small changes to the ambient temperature will affect the temperature of the HotGrips and it is necessary to adjust the Intelligent Heat Controller settings (up or down) as appropriate. If the grips are too hot please ensure the heat controller is turned down or even switch it OFF if necessary.

### Switch operation

- The heat controller has 2 raised buttons to make it easier to locate and feel the buttons when riding, especially in the dark.
- To turn the switch ON just press the + button once.
- The switch will turn on at the minimum setting
- to facilitate a quick warm up of the grips either press the + button to reach the 100% LED or hold the button down and it will jump to the 100% setting.
- To change the temperature just press the – or + buttons and the selected power level will be shown on the LED light.
- To turn the power OFF from any heat setting, either hold the – button for 2 seconds or press the – button until no power lights are lit

### Switch features

- Now has 5 heat settings:- 30%, 40%, 50%, 75% and 100%
- Battery saving mode (BSM)
  - This amazing new feature recognizes if either the battery voltage falls too low, or it's high enough but suspiciously quiet (ie. the engine has stopped)
  - When in this state, the BSM LED flashes, the power LED still lights as normal, and the button still works - but the grips don't actually get powered.
  - As soon as the battery voltage recovers and/or there's a bit of noise on the power supply, the 'battery saving' LED goes out and the grips work as normal
  - The controller goes into BSM after 5 seconds of the voltage being less than 11.5V, or after 2 minutes of not detecting any noise on the 12V power lead. Once in this mode, it will wait a further 5 minutes or thereabouts before switching off completely.
  - If the rider does not want or like this feature, the BSM can be disabled by switching the controller on and then pressing and holding both buttons together for 5 seconds.
  - During this time, the BSM LED will indicate whether the BSM feature is currently enabled (LED on) or disabled (LED off).
  - After 5 seconds the state of the LED will change, and the user can let go of the buttons.
  - The controller remembers this state permanently, or until the user switches it back by repeating the above procedure.



- Power interruption avoidance:
  - The switch can survive temporary power losses without resetting (ie. having to be switched back on again manually). So if a bike has dodgy electrics, the grips won't keep switching themselves off every time there's a drop out in the power supply.

## **J: Technical Data**

- This switch is extremely efficient and in standby will only draw 71 microamps (0.071mA). Therefore long term connection will not flatten a battery.
- This switch can offer power upto 10amps although the Hotgrips themselves will only draw 3.6Amps on average.
- This switch has been lab tested to ensure EMC compliance and more importantly has been subjected to the most severe automotive spike and pulse laboratory testing to ensure that none of the electrical circuits on the motorcycle could damage or interfere with the operation of the switch.
- Conforms to Directive 97/24/EC as last amended by 2009/108/EC.
- 12 Volt Systems only (Typical running voltage between 13.5 and 14.3 Volts)
- Current drain: Average 3.6amps per pair (up to 2.0 amps each – 28 Watts - 30 Watts)
- Fuse: 5Amp mini-blade fuse (available in all automotive shops)
- On some motorbikes that have older or small capacity batteries, the extra electrical current demanded by the Hotgrips can reduce the battery voltage levels and replacing this by charging is recommended. Therefore, we always advise you to connect the battery to a charging system such as the OXFORD Oximiser or Maximiser when the bike is not in use.