



KAOKO™ THROTTLE STABILIZER KITS: KAW221

For KAWASAKI models: ZX-12, ZX-14 (-2012) • F1400 GTR (2013-) • GTR 1400 Concours, 650 R
ER-6N • ER-6F (-2015) • KLE 650 • ER-5F • ZZR1400(-2012) • KLR650 (2008-2015) • GTR1400 (2011-2015) (with heated or
non-heated grips) • Ninja 650L
KLR650 ABS (-2014) • Vulcan S ABS (2015-2016) • VERSYS 1000 (2012-2017) • VERSYS 650 (2012-2017)

SABS DESIGN
EXCELLENCE
AWARDS
2009

Patents
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"

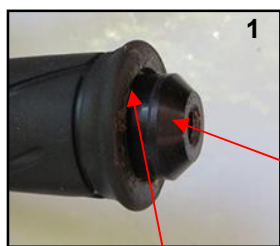
RSA Registered Designs
No. A2007/00202 No. A2007/00205
No. A2007/00203 No. A2007/00206
No. A2007/00204 No. A2007/00207

KAOKO Kit
Comprises of:

End Weight,

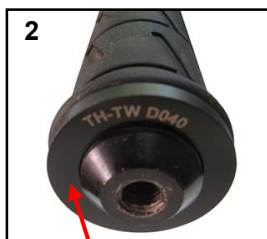
Friction Nut,
M8 x 50 Cap Screw
Thrust Washer TH-TWD040
Trust Washer TH-TWD134-22.4
Thrust Washer TH-TWD132
M8 Steel washer
2mm Allen key,

Fitting
Instructions



Throttle Sleeve

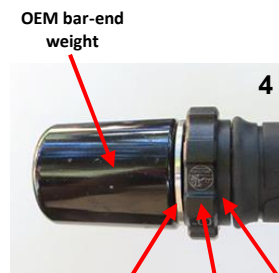
Typical tapered stub end with Bar Weight removed



Plastic Thrust Washer



Thrust washer Kaoko bar-end weight



Kaoko bar-end weight Friction Nut & Grub Screw Thrust washer

DISCLAIMER: NO RESPONSIBILITY ACCEPTED FOR NON-ADHERENCE TO THESE INSTRUCTIONS

KAOKO™ Safety Warning:

See: www.kaoko.com for further information info@kaoko.com

The KAOKO™ Throttle Stabilizer is an aftermarket accessory. Any misunderstood, abused or incorrectly installed motorcycle accessory is a safety hazard that could cause injury or death. It's the rider's responsibility to understand the operation and purpose for which the KAOKO™ Throttle Stabilizer is designed, namely, for cruising, only when safe to do so. At all other times the control should be disengaged. The KAOKO™ Throttle Stabilizers are to be used only by experienced and responsible riders.

Note: An adjustment to throttle assembly position may be necessary to suit KAOKO™ Throttle Stabilizers. The throttle assembly position on aftermarket bars, and some OEM bars, is adjustable. The assembly can marginally be re-positioned along the handle bars slightly loosening the throttle assembly clamp screws, and then sliding the throttle assembly along the handle bars (left or right). Once done, firmly tighten the clamp screws to OEM torque specifications. This adjustment is generally not necessary.

Fitting & Operating Instructions:

Step 1: Completely remove the right hand side bar weight as shown in picture 1. The M8 screw is obsolete for fitting KAOKO™ Kit. Use M8x50 screw supplied in the kit.
Step 2: Insert the plastic thrust washer into end of the throttle sleeve as shown in Picture 2.

Thrust washers required:

- Versys 650/1000 (2012-2017) - Thrust washer TH-TW D132 only.
- GTR1400 - Thrust washer TH-TW D134-22.4 is to be fitted with the TH-TWD040 washer.
The TH-TW D134 -22.4 washer will fit in-between the KAOKO™ Friction Nut and thrust washer TH-TW D040.
- All other models will require Thrust Washer TH-TW D040 only.

Note: To enable improved functionality, it is recommended (not essential) to apply very light smear of Automotive grease or Petroleum jelly to the friction face of the thrust washer (See Figure 3 at the back of the page)

Step 3: Back up the Kaoko friction nut up to the flange of the body, then present the KAOKO™ bar weight onto the stub end and check if it will fully nests onto the stub. Place your OEM bar-end weight over the Kaoko bar-end weight as shown in picture 4.

Step 4: Using the M8x50 screw, fasten the KAOKO™ Throttle Stabilizer kit as shown in picture 4 and gently tighten. If the Stabilizer binds or locks the throttle sleeve, then introduce little M8 washer between the Kaoko kit and the stub end of the handle bar. This is very seldom proved necessary. Once determined, then firmly tighten the central retaining screw. It is recommended to use a mild thread locking adhesive.

Step 5: Set the grub screw (Picture 4) to provide a little frictional resistance on the thread of the friction nut. This may be adjusted periodically to take up wear. Use the 2mm allen key provided.

Note A: If any binding occurs when the KAOKO™ friction nut is backed off completely to the shoulder of the KAOKO™ bar end weight, then loosen the throttle assembly clamp screws just sufficiently to push the throttle assembly to the left (if you are sitting on the bike).

Note B: Most models have a pinned throttle assembly. By loosening the throttle assembly clamp screws and pressing/pushing the throttle assembly to the left and against the throttle assembly pin, usually creates sufficient play to prevent throttle binding on the final assembly.

Note C: If stub end is greater than 18.7mm then you will need to hand file away any excessive weld material thus reducing the stem to 18.7mm or slightly less. The stub end seat face (the flat surface) must locate against the seat face of the KAOKO control. **Once sufficient weld material is removed then both seat faces will locate flat against each other.**

Operation The friction nut has a **left hand thread**. In readiness for engagement, it must be adjusted so that it makes light contact with the plastic thrust washer, and the thrust washer must thrust against (make light contact with) the plastic throttle sleeve. The thrust washer must not thrust against the rubber throttle grip.

To Engage: Whilst rolling on the throttle, the friction nut can be gripped between the small finger and palm of hand. This action tightens the nut and provides sufficient friction to set throttle to the desired opening.

(The friction is such that the rider may still open and close the throttle. The throttle simply has a slight rotational stiffness.) Set the friction nut grub screw (2mm Allen key) so that the nut is stiff turning

To Disengage: Whilst rolling off the throttle, grip friction nut between small finger and palm of hand.

VERY IMPORTANT!! The throttle should open and snap closed freely when correctly disengaged.

Note: The Grub Screw is set to provide the necessary resistance on thread of friction nut. This may be adjusted periodically to take up wear. Use 2mm Allen key.

Maintenance: Remove kit annually. Unscrew friction nut and brush clean threads with mild soap. Apply petroleum jelly to threads and assemble. Adjust grub screw to desired operating resistance. Use 2mm key

Note: To enable improved functionality, it is recommended (not essential) to apply very light smear of Automotive grease or Petroleum jelly to the friction face of the thrust washer (See Figure 3 at the back of the page)

(O-Ring cushion: 19.6mm I.D. x 2.4mm section — if replacement is required)

Indemnity:

It is advised that the use of the Throttle Stabilizer is at the sole risk of the rider and by his/her decision to use it he/she does indemnify the manufacturers or organizers, their agents, employees and officers against any claim or action by themselves, their dependents or any other third party arising out of any loss, damage, injury or death suffered.