



KAOKO™ THROTTLE STABILIZER KITS:
APR200 • V7100 • V7100C

RSA Registered Designs
No. A2007/00202 No. A2007/00205
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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"

For Models APRILIA / MOTO-GUZZI
PEGASO 650 ♦ TRAIL (2006-2013) ♦ SHIVER 750/Sport ABS (2013-)
SL1000 Falco (2000-) ♦ V7 RACER (2013-) ♦ V7 SPECIAL (2013) ♦ V7 BALLAGIO 940 (2012-)
V7 STONE (2013-) ♦ V7 Stone II (2013-) ♦ V7 Stone III (2018)

Items Included in your kit
Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1

- A** — Kaoko Bar-end weight
- B** — 002C Thrust Washer
- C** — 040 Thrust Washer
- D** — Friction Nut & Grub Screw

2

- A** — Throttle Sleeve
- B** — OEM bar-end weight removed

3

- A** — 002C Thrust Washer

4

- A** — Grub Screw
- B** — Friction Nut
- C** — Kaoko bar-end weight
- D** — Central retaining bolt

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

KAOKO™ Safety Warning:

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. See reverse of page for full indemnity.

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 Instructions

APR200 Kaoko Kit: The 040 thrust washer is supplied in the kit. The Spigot or "lip" of the thrust washer is to face the plastic throttle sleeve. The flat face is to face the KAOKO™ Friction Nut.

V7100 & V7100C Kaoko Kit: The 002C thrust washer is supplied in the kit. The recess of the thrust washer is to face the plastic throttle sleeve. The flat face is to face the KAOKO™ Friction Nut.

Note: When installing on the **Ballagio 940**—only the extra **131 washer** supplied in your kit will be needed.

Step 1

Completely remove the right hand side bar weight as shown in picture 2 and keep the central retaining screw to attach the KAOKO™ kit.

Step 2

Place the plastic thrust washer onto the end of throttle as shown in **Picture 3**. The recess on the one face of the thrust washer must fit onto the end of the throttle sleeve— or spigot of the 040 washer facing the throttle sleeve, depending on your kit.

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

Fit KAOKO™ Throttle Stabilizer kit as shown in **picture 4** and firmly tighten the central retaining screw. It is recommended to use a mild thread locking adhesive.

Step 4

Carefully set rotational resistance of the friction nut by tightening/loosening the grub screw by small adjustments using the 2mm allen key provided in the Kaoko Kit. Take care not to over tighten risking damage to threads. The nut should have fairly firm rotational resistance. See under **Maintenance below**.

Operating Instructions

The Friction Nut has a **left hand thread**. In readiness for engagement, the Friction Nut must be adjusted so that it makes light contact against the thrust washer.

To Engage: While 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 the 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.)

To Disengage: While rolling off the throttle, grip the 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 needs to be set to provide the necessary resistance on the thread of the friction nut (only small adjustments need to be made as to not damage the friction nut threads). This may be adjusted periodically to take up wear.

Maintenance: Remove kit annually. Unscrew Friction Nut and brush clean threads with a mild soap. Apply petroleum jelly to threads and assemble. Adjust grub screw to desired operating resistance. (O-Ring cushion: 19.6mm I.D. x 2.4mm section — if replacement is required)