



## KAOKO™ THROTTLE STABILIZER KITS: CCF500

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

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"

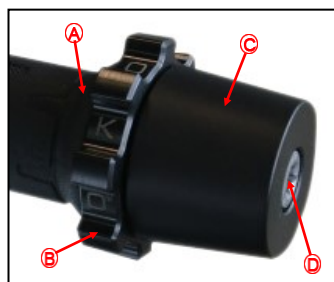
### For Models BMW

K1200S/R ♦ R1200S/R ♦ K1300S/R (-2016) ♦ R1200RT (2010-) ♦ F700GS  
F800GS/A (2013-2016) ♦ 1200RS (2015-) (Also for use with Barkbusters BHG040)

### Items Included in your kit

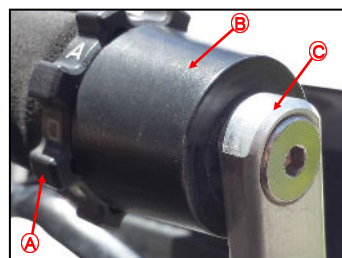
Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key  
Fitting Instructions

1



- A — Throttle Sleeve
- B — Friction Nut & Grub Screw
- C — Kaoko bar-end Weight
- D — Central Retaining Bolt

2



- A — Friction Nut & Grub Screw
- B — Kaoko bar-end Weight
- C — Barkbusters Bracket

**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

### Step 1

Before fitting the KAOKO™ Kit, ensure the Friction Nut is adjusted up close to the shoulder of the KAOKO™ end weight.

### Step 2

Remove right hand bar-weight and replace with KAOKO™ Throttle Stabilizers Kit as per **picture 1**. Fit the 006REV thrust washer, which must be fitted between the end of the throttle sleeve and the face of the friction nut. Firmly tighten the End-Weight central retaining screw.

**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)

**Note:** It has on rare occasions proved necessary, to fit the steel washer supplied only on certain kits, between the Bar end weight and the handle bar end. This effectively increases the gap between throttle grip and the friction nut. The washer is only necessary when the throttle does not snap closed freely when the KAOKO™ kit is fully disengaged. It is recommended to use a mild thread locking adhesive on the thread of the central retaining screw.

### Step 3

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**.

### Step 4

For models where Barkbusters Hand Guards are also fitted, follow all Barkbusters related fitting instructions (See **picture 2** for setup reference)

## 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)