



**KAOKO™ THROTTLE STABILIZER KITS:**  
HDTG • HDTB • HDBBC • HDBBB • HDCBC • HDCBB • HDSNUB  
HDTG-0.8 • HDTB-0.8 • HDBBC-0.8 • HDBBB-0.8 • HDCBC-0.8  
HDCBB-0.8 • HDSNUB-0.8

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 HARLEY DAVIDSON**  
**7/8" ID Stock Handlebars**  
**21mm ID Aftermarket Handlebars**

**Items Included in your kit**  
Kaoko bar-end weight/s • Friction Nut • TH-TWD134 Thrust Washer  
2mm Allen Key • Copper Shim • Fitting Instructions

1



A — Cut 7/8" hole into the ends of the stock grips

2



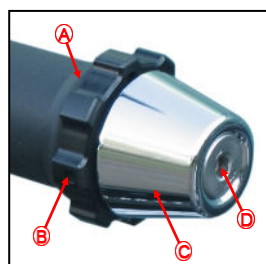
A — File hole in the plastic throttle sleeve to same inside diameter of the handlebar tube

3



A — Left side bar-end weight  
B — Right side bar-end weight  
C — Friction Nut & Grub Screw  
D — Plastic thrust washer

4



A — Plastic Thrust Washer  
B — Friction Nut & Grub Screw  
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.

### IMPORTANT

#### When using copper shim:

This shim is to fit over the expansion spigot of the Kaoko and is necessary for final assembly.

Due to slightly varying handlebar internal Diameters—note the shim may need to be trimmed slightly.

Copper Shim



## Fitting Instructions

### Step 1

**For stock grips (Picture 1)** - cut a hole into ends of grips and ream or file per **picture 2**. In all cases, file down the height of the seam weld in ID of the handle bars to approx. 0.5mm or 0.020 inch. (No dismantling of grips is necessary).

**For aftermarket grips with removable end caps (Picture 2)** - pry off end caps and enlarge the hole to 7/8" diameter by means of reaming or filing.

**For aftermarket grips with solid ends**, dismantle both grips and accurately drill a 7/8" diameter hole into the grip ends and assemble the grips. Blow out all the shavings or filings from the inside of handle bar before fitting the **KAOKO™** kit.

### Step 2

Fully insert **left side** bar-weight into the handle bar end. Position the seam weld into one of the grooves of the stem & torque the central screw to 20 lb/ft or 26 Nm.

**IMPORTANT—** It is recommended that you use a high Quality 5mm Allen socket and torque wrench.

**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

Turn the Friction Nut so that there is a 2mm gap between the nut and the shoulder of the Bar Weight body (per **picture 3**) then with the thrust washer placed over the stem of the **right side** bar-weight of the control, proceed per Step 2 above.

### Step 4

Back off the Friction Nut against shoulder of the Bar Weight to disengage the Throttle.

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)