
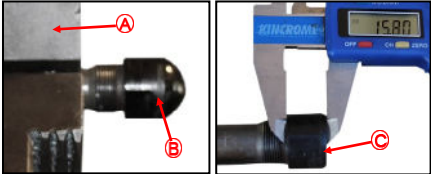
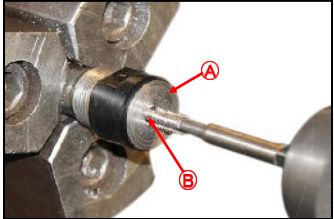
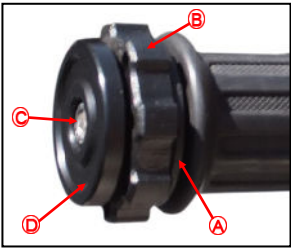
	KAOKO™ THROTTLE STABILIZER KITS: HND315	For Models HONDA CTX1300
1	 <p>A — OEM End-Weight</p>	2  <p>A — Central Lathe Chuck B — OEM End-weight C — OEM End-weight Lathed to 15.8mm</p>
3	 <p>A — OEM End-weight Lathed to 15.8mm B — Drill & Tap M6x20</p>	4  <p>A — Thrust Washer B — Friction Nut & Grub Screw C — M6x30 Central Retaining bolt D — Kaoko bar-end weight</p>

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

Dismantle hand grip on throttle side and unscrew end weight as shown in Picture 1.

Step 2

Grip the end weight in the chuck of a center lathe and machine the domed end to 15.8mm dimension (as shown in picture 2)

Step 3

Drill and tap an M6 x 20 deep thread into the face of end weight as shown in picture 3.

Step 4

Assemble the now modified end weight back onto the handle bar (as shown in picture 4)

Step 5

Take the HND 315 kit and adjust the friction nut up against the flange of the main body and then fit the F6B thrust washer to the end of the handle bar. The spigot of the washer must face and thrust against the plastic throttle sleeve.

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) - Firmly tighten the Kaoko HND 315 as shown in picture 5 using the M6X30 central retaining bolt provided in your Kaoko Kit.

Step 6

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)