



KAOKO™ THROTTLE STABILIZER KITS: TCH-0.75 • TCH-0.8 • TBH-0.75 • TBH-0.8

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

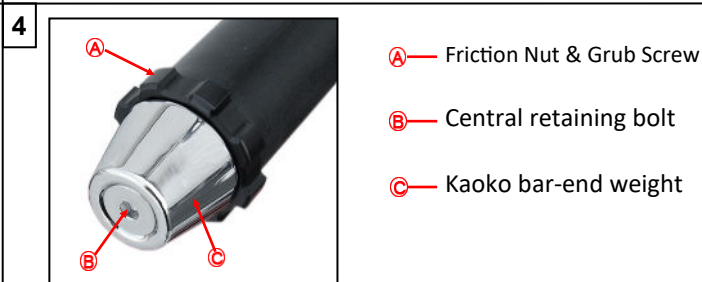
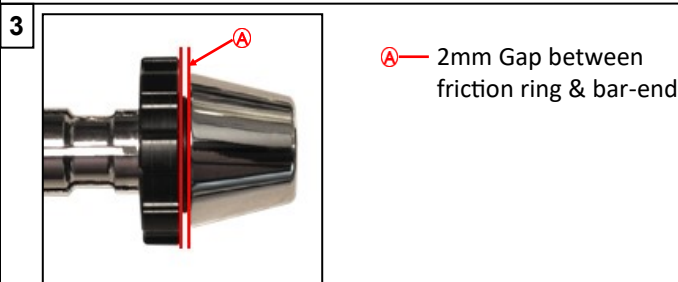
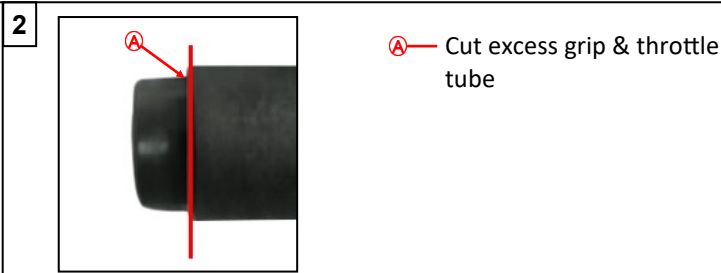
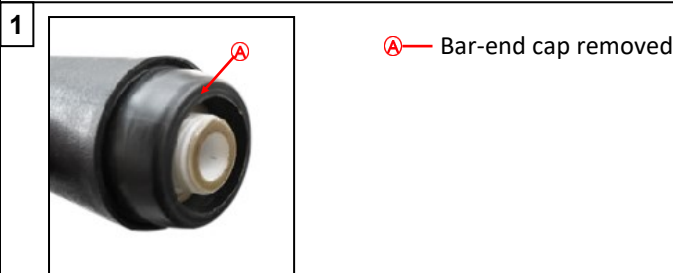
Patents
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"

For Models HONDA

VTX1800 • 1100 SABER • SHADOW AERO • Shadow Spirit VT1100 • ACE Deluxe VT750
VT750 S/C2B/C2 • VLX Deluxe VT600 • Rebel CMX250 • VTX1300 • SHADOW 750/1100 • SPIRIT 1100 • VT1300
VTX1800 • Shadow Sabre/Aero/American • Interstate 1300 (2014-) • Stateline 1300 (2010-)

Items Included in your kit

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



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

Unscrew the right hand side (RHS) bar end caps as shown in picture 1.

Step 2

Using a hack saw or similar cutting tool, cut the excess part of the rubber grip and throttle tube as shown by red line in Picture 2. *It is important to get a smooth, even cut.* The remaining throttle tube & grip should hang slightly over the end of the handlebars. This will give you a adequate surface for the friction ring to hold the throttle in place.

Step 3

On the KAOKO™ right hand side (RHS) assembly (with the black friction ring) turn the threaded friction nut so that there is a 2mm gap between the nut and the shoulder of the bar weight (see picture 3) and fully slide the RHS Kit in to the end of the handle bar then tighten the central retaining screw to 28ft-lb or 35Nm.

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 4

Back off the friction nut against the body of the bar weight to disengage the throttle control.

Step 5

Set friction nut to the desired resistance by gently tightening the grub screw with 2mm Allen key. The friction nut should be stiff turning. See Picture 4.

Step 6

For the Left Hand Side (LHS) Assembly, remove the stock end cap, which is glued in place. This can be accomplished with a set of channel locks or by prying it out with a screwdriver.

Step 7

Cut excess rubber grip as in Picture 2 above. This can be easily done with a razor blade knife.

Step 8

Slide the spacer over the end of the handlebars. Fully insert the left hand assembly (without the black friction ring) and in to the end of the handle bar then tighten the central retaining screw to 28 ft-lb or 35Nm.

Step 9

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)