KAOKO ™ THROTTLE STABILIZER KITS:
KAW110 • KAW115

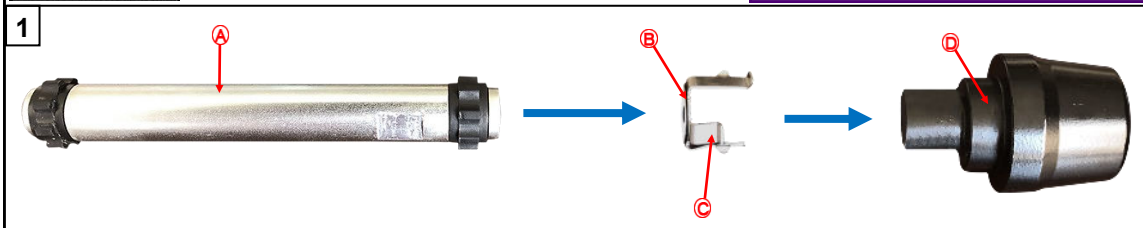
RSA Registered Designs
No. A2007/00202 No. A2007/00205
No. A2007/00203 No. A2007/00206
No. A2007/00204 No. A2007/00207

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* Kawsaki**
H2 SX SE + (2020) ♦ Ninja 650 Farings (2017-)
Z650 Naked cover (2017-) ♦ Versys X300 (2017-)

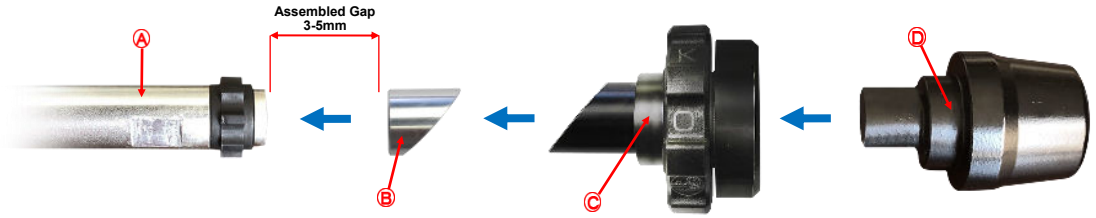
Items Included in your kit
End Weight • Friction Nut • TH-TW100 Thrust washer • M6x90 Cap Screw
2mm Allen Key • Fitting Instructions

1



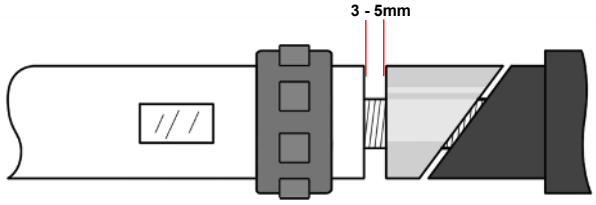
Ⓐ Damper Rod
Ⓑ Damper Clip
Ⓒ Damper clip pins
Ⓓ OEM bar-end weight

2



Ⓐ Damper Rod
Ⓑ KAOKO Wedge Nut
Ⓒ KAOKO Bar-end weight
Ⓓ OEM Bar-end weight

3



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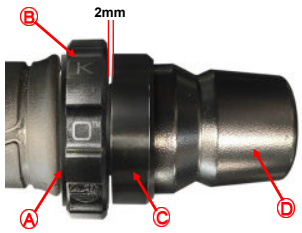

Ⓐ Plastic Thrust Washer
Ⓑ Friction Nut & Grub Screw
Ⓒ KAOKO Bar-end weight
Ⓓ OEM Bar-end weight

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

Attempt to unscrew the M6 screw of the OEM weight by hand gripping the end-weight. It may happen that the screw does not loosen but the end-weight rotates and shears off the damper rod clip, which is good, allowing the entire assembly to be pulled and rotated progressively/forcefully extracting from the handlebar. Alternative method requires throttle sleeve to be removed to expose the damper clip pins and thus by depressing the pins to remove the end-weight and damper rod from the handlebar.
Separate the damper rod from the OEM end-weight as seen in **picture 1.**

Step 2

Figure 1

Place the plastic thrust washer on the end of the handlebar so that the spigot of the washer makes contact with the end of the plastic throttle sleeve underneath the end of the grip, as shown in **figure 1.**
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

Use the M6x90 screw provided in your Kaoko kit and thread the screw through the entire assembly in the same order as shown in **picture 2**. The threaded tip of the bolt must be screwed into the damper rod but have approximately 3 to 5mm gap between the end of the wedge nut and the face of the damper rod, as shown on **picture 3**.
Note: Keep the entire assembly slightly loose so that the assembly can slide into the handlebar.

Step 4

Once the entire assembly is fully into the handlebar and the thrust washer makes contact with the Kaoko friction nut, tighten the bolt to secure the assembly as seen in **picture 4.**
Note: Make sure to leave a 2mm gap between the body of the Kaoko bar-end weight and the friction nut before tightening the entire assembly as shown in picture 4.

Step 5

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)*

02/09/2020