KAOKO ™ THROTTLE STABILIZER KITS:
KAW170

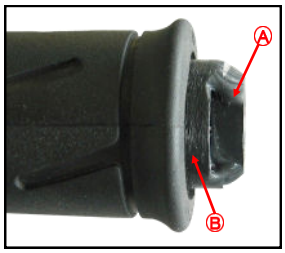
For Models KAWASAKI
ZX6/7 (1991-1996) ♦ Z1000 (2010-2017) ♦ ZX-6R (2016-2019)
Z300 (2016-) ZR 1000E Naked (2013) ♦ NINJA 250 ♦ NINJA 300 ♦ ZX-9R (-1997)

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"

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

1



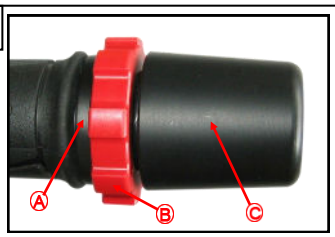
Ⓐ— Tapered 18.7mm stub end with OEM bar-end weight removed

Ⓑ— Hand file away any excessive weld material

2

Ⓐ— Plastic Thrust Washer

3

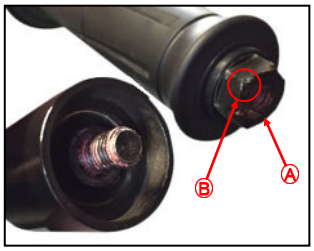


Ⓐ— Plastic Thrust Washer

Ⓑ— Friction Nut & Grub Screw

Ⓒ— Kaoko Bar-end weight

4



Ⓐ— Original Hex nut

Ⓑ— Corners to be hand filed

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—Thrust washers supplied

***KAW170** : 3 thrust washers included in the kit. The recommended thrust washer for fitting is type TH-TWD103. Type TH-TWD134 (grey) has on occasions been required for fitting in conjunction with TH-TWD103. Thrust washer type TH-TWD100 (spigoted or "lipped") has been supplied for the rare assembly where OEM specifications fall outside of recorded tolerances. Please confirm successful fitting with KAOKO.*

Installation on ZX-6R (2009)

When installing the kit on the ZX-6R (2009) model it is important keep the original hex nut in place and hand file away the corners of the hex nut to produce clearance for the bedding of the Kaoko against the face of the hex nut. *See picture 4 above.* Subsequently follow steps 1-5 per below.

Fitting Instructions

Step 1
Completely remove the right hand side bar weight as shown in picture 1. Retain the M8 screw for fitting **KAOKO™ Kit**.

Step 2
Insert the plastic thrust washer into end the of the throttle sleeve as shown in Picture 2.

***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
Present the KAOKO™ bar weight onto the stub end and check if it will fully nest. On certain models it is necessary to hand file any excessive weld or material from the stub in order that the stub fits fully into the tapered recess of the KAOKO™ bar weight. Slight further tapering of the stub by hand filing is sometimes needed. Please notify KAOKO should your assembly require this process and for our records.

***Note:** Picture 4 is only applicable when installing on the ZX-6R (2009) model.*

Step 4
Using the M8 screw, fasten the KAOKO™ Throttle Stabilizer kit as shown in picture 3 and firmly tighten . It is recommended to use a mild thread locking adhesive.

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.**

Note A: If binding occurs when the KAOKO™ friction nut is backed off completely to the shoulder of the KAOKO™ bar end weight, then loosen the throttle assembly clamp screws just sufficiently to push the throttle assembly to the left (if you are sitting on the bike).

Note B: Most models have a pinned throttle assembly. By loosening the throttle assembly clamp screws and pressing/pushing the throttle assembly to the left and against the throttle assembly pin, usually creates sufficient play to prevent throttle binding on the final assembly.

Note C: If stub end is greater than 18.7mm then you will need to hand file away any excessive weld material thus reducing the stem to 18.7mm or slightly less. The stub end seat face (the flat surface) must locate against the seat face of the KAOKO control. ***Once sufficient weld material is removed then both seat faces will locate flat against each other.***

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)*

06/11/2019