



KAOKO™ THROTTLE STABILIZER KITS: THRUX100REV2

For Models **TRIUMPH**
Speed Triple 1050S (2016-2020) • Thruxton 1200R (2016-2020)
Street Cup (2017-2020) • Speed Twin (2019-2020)
all with Triumph bar end mirrors

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"

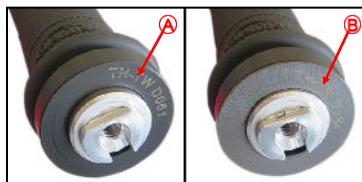
Items Included in your kit
End Weight • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1



A—OEM End-cap & OEM friction ring removed

2



A—TH-TW D061 Thrust washer
B—TH-TW D134 Thrust Washer

3



A—Kaoko bar-end unit
B—OEM friction Ring

4



A—Plastic Thrust Washers
B—Friction Nut & Grub Screw
C—Kaoko bar-end unit
D—Bar-end mirror bracket

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

Remove your original end-cap along with the bar-end mirror bracket and the Triumph friction ring so that the aluminum end piece is exposed as shown in **picture 1**.

Step 2

Place the Kaoko TH-TW 061 thrust washer against the plastic throttle sleeve (The spigot of the washer should be facing the throttle and should be pushing up against the end face of the plastic throttle sleeve as shown in **picture 2A**)

Important: If you have **heated grips** fitted, the TH-TW 134 washer **must not** be fitted with the TH-TW 061 washer.

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

Place the Kaoko TH-TW 134 thrust washer against the TH-TW 061 thrust washer so that the 2 washers are against one another (see **picture 2B**)

Important: If you have **heated grips** fitted, the TH-TW 134 washer **must not** be fitted with the TH-TW 061 washer.

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

Attach the Kaoko bar-end unit onto the spigot end (end of the handlebar) piece as shown in **Picture 3A** and back off the Kaoko friction nut up against the shoulder of the Kaoko end-unit so that the friction nut seats onto the rubber O-ring of the Kaoko unit

Step 5

Attach your original Triumph friction ring to the Kaoko bar-end unit as seen in **Picture 3B**.

Step 6

Attach the Triumph bar-end mirror to the friction ring and adjust the mirror angle, then firmly secure the entire assembly with the M6x40 central retaining bolt provided in your Kaoko kit.

Step 7

Carefully set rotational resistance of the friction nut by carefully adjusting the grub screw by small adjustments with 2mm Allen key. Take care not to over tighten risking damage to threads. The friction nut should have fairly firm rotational resistance. See **below Notes and Operating Instructions**.

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)