KAOKO ™ THROTTLE STABILIZER KITS:
SUZBBCV07-0.8 • HDTCV07-0.8

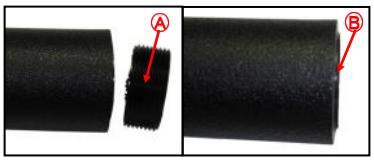
For Models VICTORY
(-2007) models with 21mm Internal diameter (ID) Handle bars.

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

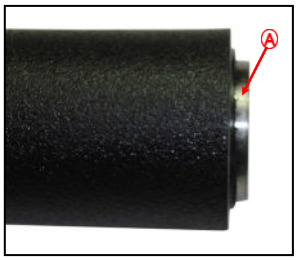
1



Ⓐ Cut-off plastic

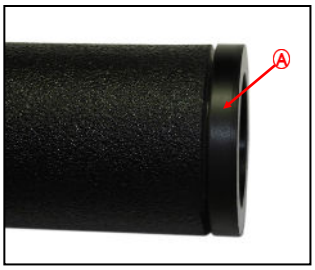
Ⓑ Hand file so that the plastic throttle sleeve protrudes 0.5mm-1mm from grip

2



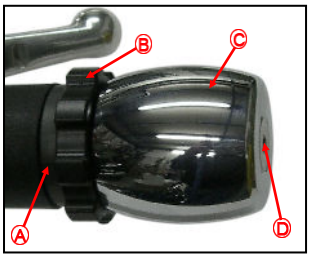
Ⓐ Re-pin Throttle assembly so that handle bar protrudes by 2,5mm

3



Ⓐ Plastic Thrust Washer

4



Ⓐ Plastic Thrust Washer

Ⓑ Friction Nut & Grub Screw

Ⓒ Kaoko bar-end weight

Ⓓ Central retaining bolt

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

For the **Right Hand Side** (RHS) Control, unscrew chromed end cap from the throttle sleeve. The throttle assembly is pinned to the handle bars and it is necessary to move by approx. 1/2 inch & re-pin to the position shown in picture 3. This is done after modifications are effected per explanations in pictures 1 & 2.

Step 2

Place plastic thrust washer onto the end of throttle as shown in Picture 4.

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

Turn the friction nut so that there is a 2mm gap between the nut and the shoulder of the bar weight (see picture 5) and fully slide the RHS Kit in to the end of the handle bar ensuring the seam weld inside the tube fits into any one of the slots in the stem of the bar weight. Torque the central retaining screw to 20 ft/lb or 26Nm. **IMPORTANT - It is recommended that you use a Quality 5mm Allen socket and torque wrench.** The 5mm key included in the kit is only to add to the bikes tool kit in the event that the bar weight should become loose on a ride. This should never occur if the kit is tightened as described above.

Step 4

Back off the friction nut against the body of the bar weight to disengage the Throttle Control.

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.**

Step 6

For **Left Hand Side** (LHS) **Kit Assembly**, remove the chromed end cap. This end cap is a knock in fit and is generally destroyed by removal. Once the end cap is removed, fully slide the kit into the handle bar ensuring that the seam weld fits into one of the stem slots. Firmly tighten central retaining screw as per step 3.

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)*

SABS DESIGN EXCELLENCE AWARDS 2009

05/04/2018