

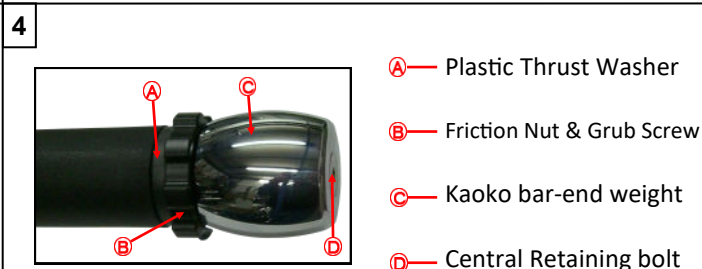
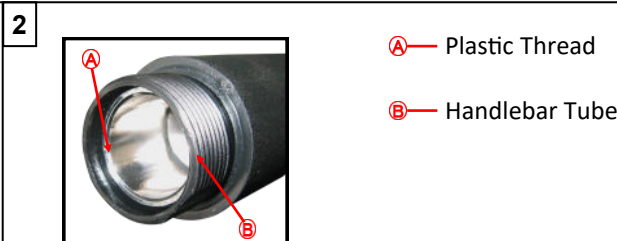
KAOKO™ THROTTLE STABILIZER KITS:
HDBBCV08-0.8 • HDTCV08-0.8 • YAMWARSNUB

RSA Registered Designs
No. A2007/00202 No. A2007/00205
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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 YAMAHA / VICTORY
Victory (2008-) • WARRIOR Cruiser (2008-)
V-STAR XVS650 CLASSIC (1997-)

Items Included in your kit
Kaoko bar-end weight/s • 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

A—For Yamaha Warrior and XVS650 models: Remove the Chromed end cap from your throttle sleeve, trim the plastic thread on the end of the throttle sleeve by approx. 4mm bringing it flush with the end of the handle bar tube. The supplied black thrust washer will pass over the remaining thread. See picture 2 above.

B—For Victory Models: Completely remove right hand side (RHS) and left hand side (LHS) end caps as shown in picture 1. The caps are plastic "knock in" and can be gently prized out of the handle bar using a pair of opposing flat screw drivers as levers.

Step 2

For **Right Hand Side Kit Assembly**, place the plastic thrust washer onto the stem of the KAOKO™ Control as shown in Picture 2 and slide the control into the end of handle bar. Ensure the recess on the one side of the thrust washer faces the end of the throttle sleeve.

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 and fully slide the RHS Kit in to the end of the handle bar then tighten the central retaining screw to 20lbf.ft 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 Kit Assembly**, fully slide the kit into handle bar. Firmly tighten central retaining screw as per step 4.

Note: For product YAMWARSNUB; no assembly on the left hand side is necessary. Follow fitting instructions above for RHS (Throttle Side) only.

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)