



**KAOKO™ THROTTLE STABILIZER KITS:**  
**APR300 • APR300C • APR400 • APR410 • APR500**  
**STELHG • CCF115**

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 APRILIA / MOTO-GUZZI / BMW**

APRILIA MANA 850 (2008) • RSV1000R (2008) • Tuono V4 APRC ABS (-2015) • Tuono V4 Factory (2018)  
 Tuono V4 RR (2018) CAPONORD 1200 ABS (2013-) • DORSODURO (2009-) • Caponord Travel Pack • CAPONORD (2014-2017)  
 RSV4 (2008-2017) • RSV4RR (2018) • RSV4RF (2018) • Norge 1200 GT SV (-2017) • Stelvio 1200 GT SV (-2017) • Norge 850 • Stelvio 1200 NTX  
 MOTO-GUZZI GRISO 8V (2011-) • GRISO 1200 SE (2013) • V7 RACER (2012) • BELLAGIO 940 (2011) BMW G650 X Country

**Items Included in your kit**


**Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key**  
**Fitting Instructions**

**1**



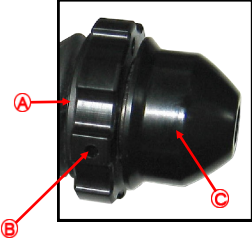
**A** — HEX Nut/Insert

**2**




**A** — Plastic Thrust Washer

**3**



**A** — Plastic Thrust Washer  
**B** — Friction Nut & Grub Screw  
**C** — Kaoko Bar-end weight

**4**



**A** — Fully Assembled Kaoko kit

**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 the right hand side bar weight to expose the hex nut (as per **picture 1**). Remove hex nut.

**Note:** *Product APR500 fitting to the Aprilia RSV4 — this bike does not have a removable hex nut as detailed above. Proceed directly to Step 2 below after removing bar end weight.*

**Step 2:** Place plastic thrust washer onto end of throttle as shown in **Picture 2** and then screw in the Kaoko throttle control per **picture 3**.

**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)*

**Note:** Before fitting the KAOKO kit, ensure the friction nut is adjusted up close to the shoulder of the bar weight.

**Step 3:** 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:** *Product APR400, APR410 and STELHG have a male insert that fits inside the KAOKO Bar Weight and where the hand guards are secured to. The bar weight is affixed to the handle bar tubes by means of an Allen key.*

**Note:** *Product CCF115 has an M12 thread and where the HDB hand guards are secured to.*

**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)