



KAOKO™ THROTTLE STABILIZER KITS: CCF917 • CCF918

RSA Registered Designs
No. A2007/00202 No. A2007/00205
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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"

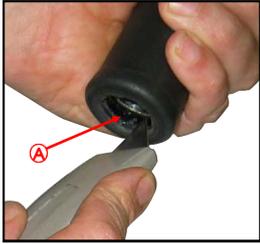
For Models BMW

R50 • R60 • R69S series (from 1955 onwards—USA Spec) • R80GS • R100GS series (from 1981 onwards)
R50 • R60 • R69 • R69S series (from 1955 onwards) • R50/5 • R60/5 • R75/5 • R60/6 • R75/6 • R90/6 • R90S
R60/7 • R75/7 • R100S • R100/7 • R80/7 • R65 • R100T • R100RT • R100RS • R100CS • R65LS • R80ST • R80RT
K75C • K75S • K75RT • R68 • R25/3 • C1 Scooter (2000 onwards)

Items Included in your kit

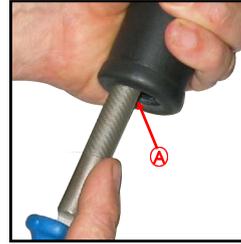
Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1



A — Neatly cut Diameter 25 to 26mm hole in end grip

2



A — File away any burrs from inside the handlebar end

3



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

See **picture 1**—Cut a hole into the end of throttle grip and file per **picture 2**. (No dismantling of the grip is necessary)

Blow out the filings from the inside of handle bar before fitting the KAOKO™ kit.

Step 2

Loosen the clamp screws on the throttle assembly & slide the throttle sleeve along the handle bar such that the end of the rubber grip (where the hole has been trimmed) protrudes or overhangs the end of the handle bar tube by approximately 5mm. Then tighten the throttle assembly clamp screws in this position.

Step 3

Place plastic thrust washer onto the end of the rubber grip from step 2. The spigot of the washer must thrust up against the throttle sleeve and NOT against the rubber grip.

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

Turn the friction nut so that there is a 2mm gap between the nut and the shoulder of the body (See picture 3) and fully insert the KAOKO control into the bar end and firmly tighten the retaining screw (see Figure 3 at the back of the page)

Step 5

Back off the friction nut against the shoulder of the kit to disengage the Throttle Control.

VERY IMPORTANT! - The throttle should open and snap closed freely when correctly disengaged.

Step 6

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**.

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)