KAOKO ™ THROTTLE STABILIZER KITS:
DUC100 • DUC101 • DUC105 • DUC105CRG

For Models DUCATI
1098 ♦ 1198 ♦ 748 ♦ 848 ♦ 916 ♦ 996 ♦ 998 ♦ 999 ♦ Multistrada 1200/S (2010-) Monster 696 (2013-) ♦ SCRAMBLER ♦ Streetfighter/S ♦ 1200 MTS (-2017) ♦ Monster 821 Monster 797 (2018) ♦ Multistrada 950 (2017-)

RSA Registered Designs
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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"

Items Included in your kit
Kaoko Left/Right bar-end weight • Friction Nut
Thrust Washer/s • 2mm Allen Key • Copper Shim • Fitting Instructions

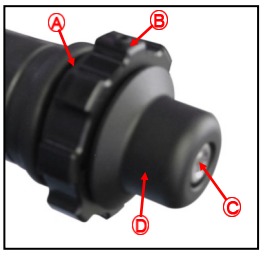
1

OEM bar-end weight removed

2

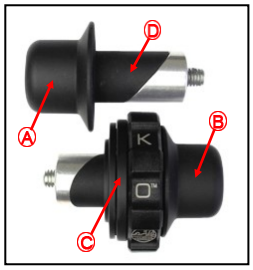
Ⓐ— Plastic Thrust Washer

3



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

4



Ⓐ— Left side bar-end weight
Ⓑ— Right side bar-end weight
Ⓒ— Plastic Thrust Washer(s)
Ⓓ— Stem

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

Note: When installing on the Multistrada, make sure to use plastic thrust washer ***015***.

When using copper shim:

- When wrapping shim around the stem, be sure to wrap as much shim length as possible enabling the stem of the Kaoko to fit as snugly as possible.
- Fully tighten the central retaining screw ensuring the stem wedge has fully locked.
- It is advised to apply a light smear of loc-tite to both surfaces of shim prior to assembly.

Step 1

Completely remove the Ducati right hand & left hand side plastic bar end plugs as shown in **picture 1**.

Step 2

Place the Kaoko™ plastic thrust washer onto the end of throttle as shown in **picture 2**. The spigot on the one face of the thrust washer must thrust against the end of the throttle sleeve. When fitting the thrust washer, it may be necessary to gently stretch the rubber grip over the spigot of the thrust 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

Slide the KAOKO™ Kit fully into end of handle bar, up against the thrust washer, as shown in **picture 3** and firmly tighten the M6 central retaining screw.

Step 4

Back off the friction nut against the shoulder of the bar weight to disengage the Throttle Control.
Set Friction Nut to desired resistance per **Maintenance description below.**

Step 5

Fully slide the left side kit into position and firmly tighten M6 central screw.

*Note: For fitting to the 1200 MTS use recessed thrust washer **(015 Washer)***

Note: Product DUC101 is to be fitted with Barkbusters BLG12 Hand Guards. Follow all related Barkbusters fitting information.

***CRG Mirror Installation** - (DUC100 & DUC105CRG Kits only)*

Simply attach the CRG mirrors to the Kaoko bar-end weights after completing the Kaoko kit installation per above steps.

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)*

25/02/2020