



KAOKO™ THROTTLE STABILIZER KITS:
DUC125CRG

For Models **DUCATI**
Monster 1200 (2013-)
With **CRG Mirrors**

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 bar-end weight • Friction Nut • TH-TWD100 Thrust Washer • 2mm Allen Key • Fitting Instructions • M6x65 Bolt

1

- A** — OEM bar-end weight removed
- B** — Plastic Throttle Sleeve
- C** — Lip of rubber grip

2

- A** — Plastic Thrust Washer
- B** — Friction Nut & Grub Screw
- C** — Kaoko bar-end weight
- D** — 2mm Gap

3

- A** — Plastic Thrust Washer
- B** — Friction Nut & Grub Screw
- C** — Kaoko bar-end weight
- 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**
Completely remove your OEM bar-end weight to expose the handlebar as shown in **picture 1**.
Adjust the Friction Nut on the KAOKO kit so that it has a 2mm gap as indicated on **picture 2**.
- Step 2**
Place the Kaoko™ plastic thrust washer onto the end of the handlebar and make sure that the spigot of the thrust washer is pushing up against the plastic throttle sleeve.
Note: 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 central retaining screw to secure the entire assembly.
- Step 4**
Back off the friction nut against the shoulder of the bar weight to disengage the Throttle Control.
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 5**
Simply attach your CRG mirrors to the installed Kaoko bar-end weight as indicated by the standard CRG fitting instructions.

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)