



KAOKO™ THROTTLE STABILIZER KITS:
CCF110 • CCF130 • CCF130C • CCF916
ENF100 • ENF100C • CCF400-13WC


For Models BMW / ROYAL ENFIELD
 BMW S1000RR (2010 -2015) • HP4 (2013-) • K1600CT/GTL (2012-) • Grand American (2018) K1600B (2018) • F800 GT (2013-2018)
 R1200 GS LC (2013-2019) • R1200 GSA LC (2013-2019) • R1200R (2015-2019) • S1000XR (2015-)
 1200 GS Trophy (2015-) • R1200GS Rallye (2017) • F750GS (-2019) • F890GS (-2019) • R1250GS (-2019)
 ROYAL ENFIELD 350 & 500cc Classic (2000-) • THUNDERBIRD

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"

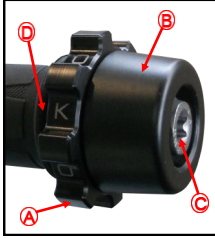
Items Included in your kit
 End Weight • Friction Nut • Thrust Washer/s • 2mm Allen Key
 Fitting Instructions

1



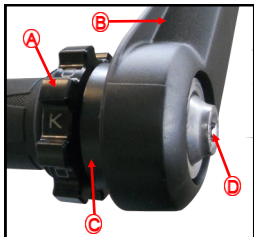
A — Plastic Throttle Sleeve

2



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

3



A — Friction Nut & Grub Screw
B — Hand Guard Bracket
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 the right hand side bar weight as shown in **picture 1**.

Step 2

(Use the stock/OEM central screw for the KAOKO™ KIT) Adjust the KAOKO™ Friction Nut up against the shoulder of end weight as shown in **picture 2**. Place the KAOKO™ Thrust Washer in between the friction nut and the end of throttle sleeve. Firmly fasten the central retaining screw as seen in **picture 2**.

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

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**.

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Note: CCF130/C is supplied with two M8 Bright Washers. On fitting assemblies where there is insufficient clearance between the Friction Nut and thrust washer, fit 1 or 2 M8 Washer/s into the recess in the end of the bar weight. The washer provides additional clearance for the assembly if required.

Note: CCF400-13WC fits models with and without OEM hand guards. For models with OEM hand guards; simply install the OEM hand guards to the KAOKO end weight; as shown in Picture 3.

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)