



**KAOKO™ THROTTLE STABILIZER KITS:
HND28R&G**

For Models HONDA
CBR1000RR (-2017) ♦ CBR600RR (-2008) ♦ CB600 HORNET (-2008)
VFR1200F/FD (2010-) ♦ 599 ♦ F4i (2006) ♦ NM4 (2015-)
For use with R&G bar-end sliders

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 • 103 Thrust Washer • M6x80 CSK Screw
 2mm Allen Key • Fitting Instructions

	<p>1</p> <p>A— Two spring taps B— Handlebar insert C— Bar-end retaining screw D— Handlebar Insert removed</p>		<p>2</p> <p>A— Clamp Screws B— Handlebar Tube C— Location Pins D— Central Retaining Bolt</p>
	<p>3</p> <p>A— Plastic Thrust Washer B— Throttle Sleeve</p>		<p>4</p> <p>A— Plastic Thrust Washer B— Kaoko Bar-end weight C— Central Retaining bolt D— Friction Nut & Grub Screw</p>
		<p>5</p> <p>2mm gap</p> <p>A— Kaoko Bar-end weight face B— Kaoko Bar-end weight</p>	

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.

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.

Fitting Instructions

- Step 1**
Step A (recommended): **Picture 1:** Remove the Throttle side bar weight. Using two small screw drivers, prize the two spring tabs towards each other and simultaneously pull out the handle bar insert. Discard handle bar insert.
Step B (optional—if required): **Picture 2:** Remove the Throttle side bar weight. Loosen throttle assembly clamp screws and slide the throttle assembly off the handle bar tubes. Refit the central retaining bolt to the handle bar insert, depress the handle bar insert location pins, and remove the entire insert from the handle.
- Step 2**
 Place the **103** plastic thrust washer into end of the throttle sleeve (see **picture 3**).
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**
 Fit the assembled **KAOKO™** Kit fully into the handle bar and place the R&G bar-end slider onto the assembly.
- Step 4**
 Firmly tighten the bar weight retaining screw to secure the entire assembly with the R&G slider piece on top of the Kaoko bar-end weight face (Refer to **picture 5**).
Note to keep the 2mm gap between the Friction Nut and the shoulder of the KAOKO™ bar weight as seen in picture 5.
- Step 5**
 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 is set to provide the necessary resistance on thread of friction nut. 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)*