




KAOKO™ THROTTLE STABILIZER KITS:
HND310

RSA Registered Designs
 No. A2007/00202 No. A2007/00205 "U.S. Pat. No. US D593,462 S"
 No. A2007/00203 No. A2007/00206 "U.S. Pat. No. US D593,463 S"
 No. A2007/00204 No. A2007/00207 "U.S. Pat. No. US D593,464 S"

For Models HONDA
 AFRICA TWIN CRF1000L (2016-2019) ♦ VFR1200 XDJ Cross Tourer Highlander (2018-)
 VFR1200 DCT Tour Edition (2018-) ♦ X-ADV (2017-2019) ♦ X-ADV Hard Track (2017-2019)
 X-ADV X-End (2017-2019) ♦ X-ADV Travel Edition (2017-2019)

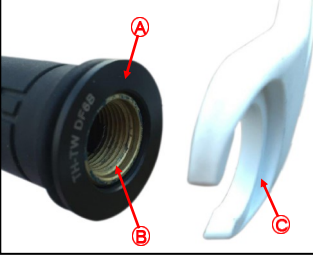
Items Included in your kit
 Kaoko bar-end weight • Friction Nut • F6B Thrust Washer • 236 Thrust Washer
 Aluminum Spacer • 2mm Allen Key • Fitting Instructions

1



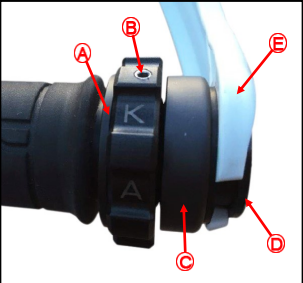
- A** — OEM central retaining screw
- B** — OEM bar-end weight
- C** — OEM Washer

2



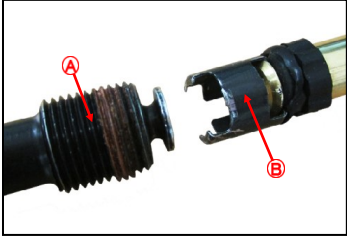
- A** — Plastic Thrust Washer
- B** — Handlebar Tube
- C** — Hand guard bracket

3



- A** — Plastic Thrust Washer
- B** — Friction Nut & Grub screw
- C** — Kaoko bar-end weight
- D** — OEM central retaining screw
- E** — Hand guard bracket

4



- A** — Retaining Screw
- B** — Metal Tube

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
 Loosen the OEM central retaining screw (use an 8mm Allen Key) to remove the OEM bar-end weight as seen in picture one. (Make sure to retain the OEM Hand Guard washer for use with the Kaoko final assembly)

Step 2
 The metal tube inside the handlebar may slip out when removing the retaining screw. This tube must be inserted again in the same way as it was taken out when doing the final assembly, see Picture 4 for reference. The end flange of the retaining screw should engage with the end of the metal tube. There have been cases where the metal tube becomes un-coupled (as indicated in Picture 4) with the flange of the central retaining screw and thus remains inside the handle bar. This is not serious and can be left as such, however it is preferable to be engaged at final assembly.

Step 3
 Place the Kaoko thrust washer into end of the rubber grip and onto the handlebar end as shown in picture 2. (The spigot of the washer should be facing the throttle side and should be pushing up against the end face of the plastic throttle sleeve. The lip of the grip needs to be slightly lifted over the spigot of the washer to be correct). Use the TH-TW F6B washer for non-heated grip models. Use TH-TW 236 washer for heated grip models.
Note: When installing on 2018 models—make sure to place the aluminum spacer onto the face of the Kaoko bar-end weight before securing the Kaoko bar-end weight to the handlebar— See (A) Figure 4.
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.)
Note: Prior to step 4, adjust the friction nut up against the shoulder of the Kaoko end weight. The nut must seat up to the rubber O-ring on the end weight.

Step 4
 Complete the assembly of the Kaoko bar-end weight as seen in Picture 3.
Note: On rare occasion, if binding occurs when using the F6B washer with non-heated grips, replace the F6B washer with the 236 washer. If binding still occurs, try adjusting the throttle assembly by a few millimeters. If you are still experiencing binding issues, please contact Kaoko for assistance.
Note: It is advised to apply some low strength Loctite as a thread adhesive on the central retaining screw on final assembly. Firmly tighten the retaining screw.

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 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)