



KAOKO™ THROTTLE STABILIZER KITS:
KAW221CSK

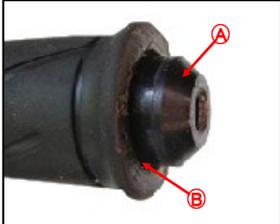
RSA Registered Designs
No. A2007/00202 No. A2007/00205
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Patents
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"

For Models KAWASAKI
Z800 (2015-)
With tapered bar-weight

Items Included in your kit
Kaoko bar-end body • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1



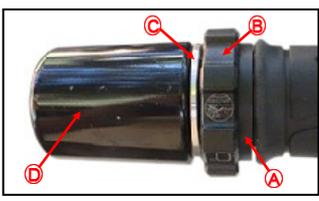
A — OEM Bar-end weight removed
B — Plastic Throttle Sleeve

2



A — Plastic Thrust Washer

3



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

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**
Insert the plastic thrust washer into end the of the throttle sleeve as shown in Picture 2. Refer to top note about what thrust washer(s) you need.
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**
Back up the Kaoko friction nut up to the flange of the body, then present the KAOKO™ bar weight onto the stub end and check if it will fully nests onto the stub. Place your OEM bar-end weight over the Kaoko bar-end body as shown in picture 3.
- Step 4**
Using the M8x50 counter-sunk screw, fasten the KAOKO™ Throttle Stabilizer kit and gently tighten . If the Stabilizer binds or locks the throttle sleeve, then introduce little M8 washer between the Kaoko kit and the stub end of the handle bar. This is very seldom proved necessary. Once determined, then firmly tighten the central retaining screw. It is recommended to use a mild thread locking adhesive.
- 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**.
Note A: If any binding occurs when the KAOKO™ friction nut is backed off completely to the shoulder of the KAOKO™ bar end weight, then loosen the throttle assembly clamp screws just sufficiently to push the throttle assembly to the left (if you are sitting on the bike).
Note B: Most models have a pinned throttle assembly. By loosening the throttle assembly clamp screws and pressing/pushing the throttle assembly to the left and against the throttle assembly pin, usually creates sufficient play to prevent throttle binding on the final assembly.
Note C: If stub end is greater than 18.7mm then you will need to hand file away any excessive weld material thus reducing the stem to 18.7mm or slightly less. The stub end seat face (the flat surface) must locate against the seat face of the KAOKO control. **Once sufficient weld material is removed then both seat faces will locate flat against each other.**

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)