



KAOKO™ THROTTLE STABILIZER KITS:
SUZ100 • SUZ100-16.8 • SUZ400 • SUZ400-16.8
LSL13.75 • TIG800


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"

For Models SUZUKI / TRIUMPH
 B-King • GSX1250FA • GSX1250A • GSX1250SA • GSX1200 • GSX650(S/N) • GSX600(S/N) • GSX650A,
 GSX650SA • GSX650F • GSX650FA • GSR600A • GSR750 • GSR650 • GSX-R600 • GSX-R750
 GSX-R1000 (-2016) • SV650 • TL1000(S/R) • Gladius 650 (-2014) • APRILIA SBK • GSF500 (Gladius) • GSF1250
 (2015-) • GSX-750 • GSX-S750F (2015-) • GSX-S1000FA (2016) • GSX-S750Z (2017) • TIGER 800 (1997)

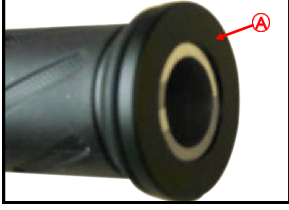
Items Included in your kit
 Kaoko bar-end weight(s) • Friction Nut • Thrust Washer/s
 2mm Allen Key • Fitting Instructions

1



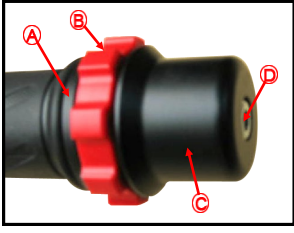
A — OEM Bar-end weight removed

2



A — Plastic Thrust Washer

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

On GSXR models (2011-); - product SUZ100 is specified by KAOKO. However; we have come across rare fitments where the handle bar ID does not allow fitment of product SUZ100 and due to the bike's handle bar ID being too small in Internal Diameter. For these fittings you will require product SUZ100-16.8; and which is the same product as SUZ100 but only designed to fit to the bikes with smaller handle bar ID's.

Step 1

Completely remove the right hand side (RHS) bar weight as shown in picture 1.

Note: For the SUZ100 & SUZ100-16.8 kits, both right hand side and left hand side bar-end weights need to be removed.

Step 2

For RHS, place the plastic thrust washer onto the end of throttle as shown in Picture 2. The recess on the one face of the thrust washer must fit onto the end of the throttle sleeve. (For B KING models the recess to be the opposite) Fit KAOKO™ Throttle Stabilizer kit as shown in picture 3. Set the position of the friction nut with 1mm gaps on each side of the nut and firmly tightening the central retaining screw. (5mm Allen Key) It is recommended to use a mild thread locking adhesive on both RHS & LHS retaining screws.

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: On GSXR K5 to K8 models the two lugs must be filed flush with end of handle bar tube - see Pictures 1 & 2. (Removal of lugs only necessary on RHS)

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**.

Step 4

For the left hand side, fit kit into end of handle bar tube and firmly tighten central retaining screw. (Only applicable for SUZ100 & SUZ100-16.8 kits)

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)