



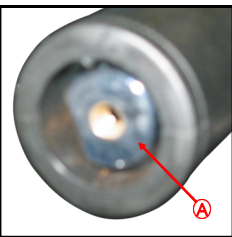
KAOKO™ THROTTLE STABILIZER KITS:
TB900 • TBIRD • TBIRDDB
TBIRDSS • TBIRDSSB

RSA Registered Designs		Patents	
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 TRIUMPH
THUNDERBIRD / SPORT (1995-2004)
THUNDERBIRD 1600 (-2010) • THUNDERBIRD 1600 (2011-)
Thunderbird 1700 LT (2013-) • Thunderbird Commander 1700 (2013-)

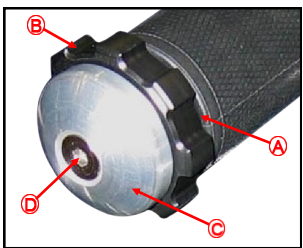
Items Included in your kit
Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1



A — OEM bar-end weight removed

2



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

Step 1

Completely remove the right hand side bar weight as shown in **picture 1**.

Step 2

(Use the stock M5 or M6 central screw for the KAOKO™ KIT) Adjust the friction nut up against the shoulder of end weight as shown in Picture3. Place the KAOKO™ thrust washer over the spigot of the KIT and between the friction nut and end of throttle and 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)

Note: In product **TB900** two (2) thrust washers are included in the kit. There is a "spigoted / lipped" thrust washer as shown in picture 3, and, a grey flat thrust washer. This grey thrust washer is to be inserted in between the **KAOKO™ Friction Nut** and the spigoted thrust washer as shown in picture 3 above. On some product TB900 applications the grey thrust washer is not required, but on most applications the thrust grey thrust washer is required for successful fitting and functionality. An M5 x 35 Cap Screw has been supplied with product TB900 and is to be used on in the installation of the product to the Thunderbird 900 models.

Note: The throttle assembly on Thunderbird 1600 models up to 2010 is not pinned to the handle bars (product **TBIRD** supplied—natural aluminum finish), whilst the throttle assembly on the 2011 to current model 1600 Thunderbird is pinned to the handle bars (product **TBIRDSS** supplied—stainless steel finish)

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**.

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)



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