



KAOKO™ THROTTLE STABILIZER KITS:
TBK-0.75 • TCK-0.75

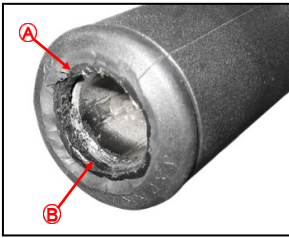
RSA Registered Designs
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Patents
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"

For Models KAWASAKI
VULCAN CRUISER RANGE—Classic only
0.75" ID BARS ♦ Vulcan 900 (Classic & Custom)

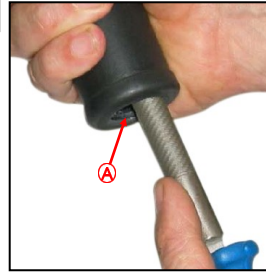
Items Included in your kit
Kaoko LHS & RHS bar-end weight • Friction Nut • Thrust Washer/s
2mm Allen Key • Fitting Instructions

1



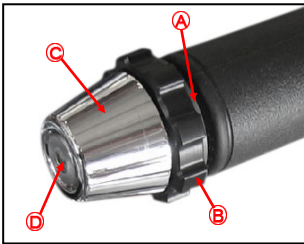
- A — Trim Rubber
- B — Plastic Throttle Sleeve

2



- A — File hole in the throttle sleeve to the same inside diameter as handlebar tube

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

Step 1

See picture 1. Cut a hole into ends of grips with sharp blade & file per picture 2 (No dismantling of grips is necessary) For the throttle side, neatly trim the rubber on the end of the grip to expose the plastic inner of the throttle sleeve. This exposed plastic must form a seating for the spigot face of the thrust washer.

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 2

For left side: Fully insert Bar Weight into handle bar end. Position any seam weld in the inside of handle bar into one of the grooves of the bar weight-stem and torque central retaining screw to 20 lb/ft or 26 Nm **IMPORTANT— It is recommended that you use a high Quality 5mm Allen socket and torque wrench.** The 5mm key included in the kit is only to add to the bikes tool kit in the event that the bar weight should ever become loose on a ride. This should never occur if the Bar Weights are tightened as described above.

Step 3

For right side: Turn the Friction Nut so that there is a 1.5mm gap between the nut and the shoulder of the Bar Weight body (per picture 3). Position the spigot face of thrust washer against the plastic throttle sleeve and then slide the stem of the Control fully into end of handle bar & up against the thrust washer. Position any seam weld as described per step 2 and tighten the kit as described per Step 2.

Step 4

Back off the Friction Nut against body of Bar Weight to disengage the Throttle Control.

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)