



**KAOKO™ THROTTLE STABILIZER KITS:  
THRUX105**


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 TRIUMPH**  
Thurxton 1200 with OEM mirrors (-2018) • Bonneville liquid cooled (2016-)  
Bonneville T120 (2016-) • Bobber (2016-) • Bonneville Bobber BLACK (2018) • Bonneville Bobber (2018)  
WITH OEM MIRRORS & 25.4mm Handlebars

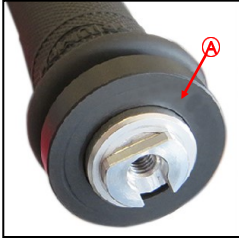
**Items Included in your kit**  
Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key  
Fitting Instructions

**1**




**A** — OEM End-cap & friction ring removed

**2**




**A** — Plastic Thrust Washer

**3**



**A** — Kaoko bar-end weight  
**B** — OEM friction Ring

**4**



**A** — Plastic Thrust Washer  
**B** — Friction Nut & Grub Screw  
**C** — Kaoko bar-end weight  
**D** — Bar-end mirror bracket

**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**  
Remove your original end-cap along with the bar-end mirror bracket and the Triumph friction ring until the aluminum end piece is exposed as shown in Picture 1.
- Step 2**  
Place the Kaoko TH-TW 239 thrust washer against the plastic throttle sleeve (As seen on 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)
- Step 3**  
Attach the Kaoko bar-end weight to the aluminum end piece as shown in Picture 3A.
- Step 4**  
Attach your original Triumph friction ring to the Kaoko bar-end weight as seen in Picture 3B.
- Step 5**  
Attach the Triumph bar-end mirror to the friction ring and secure the entire assembly with the M6x50 CSK central retaining bolt provided in your Kaoko kit.
- Step 6**  
Adjust the Kaoko friction nut up against the shoulder of the Kaoko end-weight. The nut must seat up to the rubber O-ring on the Kaoko end-weight.
- Step 7**  
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)