



KAOKO™ THROTTLE STABILIZER KITS:
TIG995 • TST1050REV1 • TST1050VUL • TROCIII

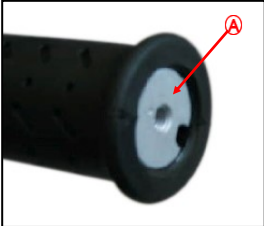
RSA Registered Designs
No. A2007/00202 No. A2007/00205
No. A2007/00203 No. A2007/00206
No. A2007/00204 No. A2007/00207

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
TIGER 955i (2001-) • Sprint ST 1050 • Sprint ST 955 • Sprint RS 955 • GT 1050 (2011)
Trophy 1200 (2013-) • Sprint GT 1050 (-2017) • Trophy SE • Trophy (2013) • ROCKET 3 (-2019)
ROADSTER (-2019)

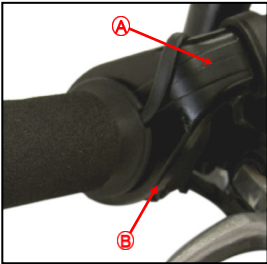
Items Included in your kit
Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1



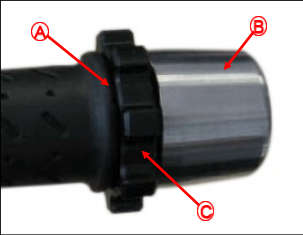
A — OEM bar-end weight removed

2



A — Throttle Assembly
B — Throttle Assembly clamp screws

3



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

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.

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.

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USE OF THRUST WASHERS

- When installing Kit TST1050 on the 2014 model Sprint GT 1050 no thrust washer is required.
 - When installing Kit ST1050 on the pre-2014 model Sprint GT 1050 the trust washer must be fitted with spigot facing throttle sleeve.
 - When installing Kit TROC111 fit thrust washer supplied
 - When installing Kit TIG995 no thrust washer is required
- TST1050VUL**—Fit thrust washer marked "VULCAN-0.75"

Note: For bikes with electronic Throttle Stabilizers; the KAOKO™ KIT is to be used independently and is to be regarded as a means of setting rotational resistance to the throttle sleeve. It is advised to fully disengage the KAOKO™ KIT when using the electronic Throttle Stabilizer!

Fitting Instructions

Step 1

Completely remove the right hand side bar weight as shown in picture 1 and keep the central retaining washer and screw to attach the KAOKO™ kit.

Step 2

Adjust the friction nut up against the shoulder of the bar weight and then fit KAOKO™ Throttle Stabilizer kit as shown in picture 3 and firmly tighten central retaining screw. It is recommended to use a mild thread locking adhesive. (take note above of the requirement : use of thrust washers)

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

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)