KAOKO ™ THROTTLE STABILIZER KITS:

KTMAD • KBBAD • KTMAD.BBEW
VIBRASTOP • VIBRASTOP2

For Models KTM

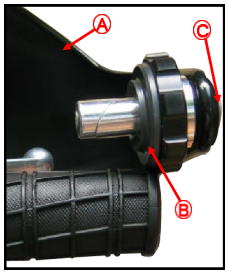
1190 Adventure/R (2013-) ♦ LC4 640 Adventure ♦ 690 SM/SE/E ♦ LC8 950 Adventure S 990 Adventure/S/R/ Dakar 950 Supermoto/Super Enduro ♦ 990 SMR / SMT ♦ 1050 Adventure (2015-) ♦ 1090 Adventure/R (2017) 1290 Adventure (-2018) ♦ 1290 Super Adventure (2019) ♦ 1290 Super Duke R (2019) ♦ 790 Adventure / R (2019)

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"

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

1

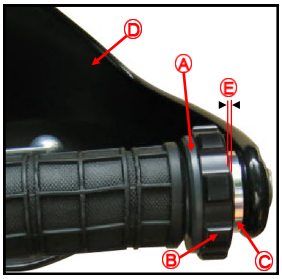


Ⓐ Hand Guard

Ⓑ Plastic Thrust Washer

Ⓒ Clamp washer & Central locking screw

2



Ⓐ Plastic Thrust Washer

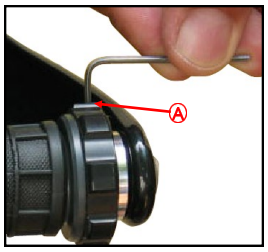
Ⓑ Friction Nut & Grub Screw

Ⓒ Kaoko bar-end weight

Ⓓ Hand guard bracket

Ⓔ 2mm Gap

3



Ⓐ Set Friction with 2mm allen key

4

Ⓐ KBBAD control with Barkbusters fitted

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.

When using copper shim

- When wrapping shim around the stem, be sure to wrap as much shim length as possible enabling the stem of the Kaoko to fit as snugly as possible.
- Fully tighten the central retaining screw ensuring the stem wedge has fully locked.
- It is advised to apply a light smear of loc-tite to both surfaces of shim prior to assembly.

Fitting Instructions

Step 1

See Picture 1 Loosen the hand guard central locking screw by 4 turns. Lightly tap the head of the screw to release lock and pull end of guard out of handle bar.

Step 2

Discard the KTM mounting system, but retain the aluminium clamp washer**.**

Step 3

Loosely Assemble the KAOKO™ KIT into the hand guard per picture 1 and by deflecting the guard, slide the assembly into end of handle bar per **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 4

Position KAOKO™ KIT friction nut with the approx. 2mm gap per **Picture 2** and firmly tighten central locking screw then back off friction nut and test that the throttle sleeve is absolutely free turning and will snap back to idle as normal.

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.**

Step 6

See Picture 4 for including installation with Barkbusters hand guards. Follow all Barkbusters related fitting instructions **(Optional).**

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)*

SABS DESIGN EXCELLENCE AWARDS 2009

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