



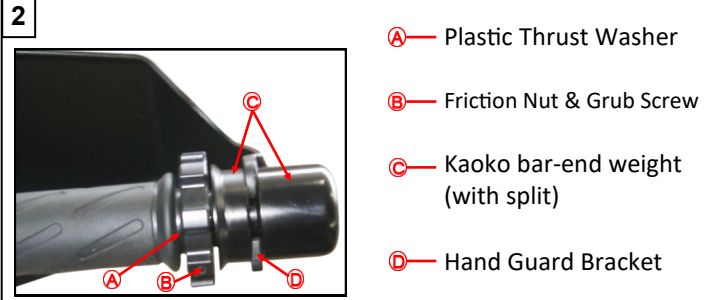
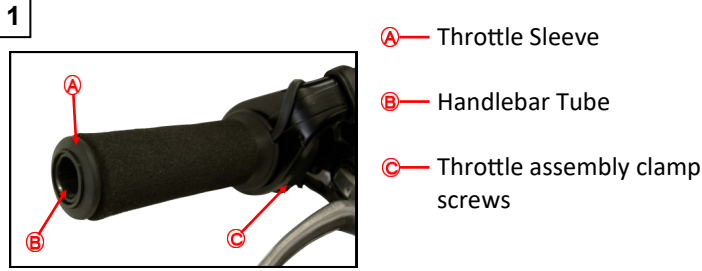
**KAOKO™ THROTTLE STABILIZER KITS:**  
VS650W-S • VS1000UW-S • VS650WPT  
VS1000UWPT

**For Models SUZUKI**  
DRZ400/S (2014-) • DR650SE (2014-) • DL650/1000 V-STROM  
DL650 XT (2017) • DL650 XT ABS (2018) • 1000 XT ABS (2018) • 1000 V-Strom (2018)

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



**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.

**Step 2**

**A — DL650 & DL1000 (-2011)** - Measure that the handlebar tube is recessed inside of the throttle sleeve by 2mm to 2,5mm.

If measurement is not as stated proceed to step 3.

**B — DL650 & DL1000 (2012-)** - Measure that the handlebar tube is recessed inside of the throttle sleeve by 2mm to 2,5mm.

If measurement is not as stated proceed to step 3.

**Step 3**

Loosen throttle assembly clamp screws and slide assembly on the handlebar to measurement stated under step 2. Tighten clamp screws.

**Note:** On some models the throttle assembly has been pinned. Remove alignment pin and proceed according to Step 3.

**Step 4**

Fit **KAOKO™ Throttle Stabilizer Kit** fully into handlebar end and firmly tighten central retaining screw. The flat on the stem of the bar weight provides clearance for the seam weld inside the handlebar tube.

**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**.

**Note:** VS1000UWPT & VS650WPT do not have a flat—since these product are fitted to aftermarket bars which do not have a seam weld.

**Note:** The **KAOKO™ UNIVERSAL** split bar weight suits OEM hand guard or non-hand guard models. The guard is clamped between the split in bar weight. Also refer product VS650W—S for non hand guard models on DL650.

**For heated grips** the Kaoko thrust washer **MUST** be fitted between the end of the throttle sleeve and the Friction nut. The thrust washers are recommended to be fitted with or without heated grips.

**Note: DL650 & DL1000 (-2011)** : fit spigoted thrust washer (VS1000UW; VS650W)

**Note: DL650 & DL1000 (2012-)** : fit recessed thrust washer (VS1000UW-S; VS650W-S)

**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)

**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)