



KAOKO™ THROTTLE STABILIZER KITS: YAMSTAR • YAMLINER

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 YAMAHA
V-Star & Roadstar 1100 / 1300 / 1600 / 1700(2004-) ♦ XVS950A
XVS1300A ♦ Midnight Star Stryker 80 Star (2013-) ♦ Roadliner ♦ Stratoliner ♦ Raider
XV1900 Midnight-Star ♦ XV1900AT (2013-)

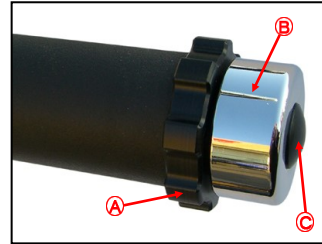
Items Included in your kit
Kaoko bar-end weight • Friction Nut • 2mm Allen Key
Fitting Instructions

1



(A) — OEM Bar-end weight removed

2



(A) — Friction Nut & Grub Screw
(B) — Kaoko bar-end weight
(C) — Rubber or Chromed plug into 8mm hex

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 as shown in picture 1. This is un-screwed using an 8mm A/F hex key after the rubber or chromed plug has been removed.

Step 2

Ensure that the friction nut is adjusted up close to the shoulder of the Bar Weight. 2 copper washers are provided in cases where additional play is required. In most cases they will not be required.

Step 3

Screw in the KAOKO™ Throttle Stabilizer kit as shown in picture 2 and firmly tighten (8mm A/F hex key). It's recommended to use mild thread locking adhesive.

Step 4

Replace rubber or chromed plug into hex hole of the KAOKO™ kit. It is advised to use a light application of silicone adhesive on the plug.

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)