



KAOKO™ THROTTLE STABILIZER KITS: CCF900

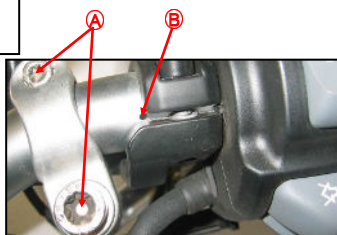
RSA Registered Designs
No. A2007/00202 No. A2007/00205
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No. A2007/00204 No. A2007/00207

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 **BMW**
F800GS/F650GS Twin (-2012)
R Nine T (2014-2019) ♦ R Nine T Scrambler (2016-2019)

Items Included in your kit
Kaoko bar-end body • Friction Nut • TH-TWD134 Thrust washer
2mm Allen Key • Fitting Instructions

1



Ⓐ — Hand Guard clamp screws

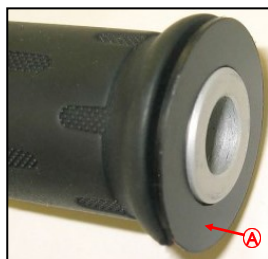
Ⓑ — POP mark or +

2



Ⓐ — Bar-end weight removed

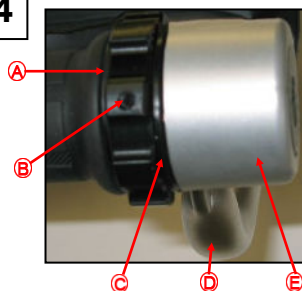
3



Ⓐ — Plastic Thrust Washer

Note: If binding occurs during Step 5, then the thrust washer must NOT be fitted.

4



Ⓐ — Plastic Thrust Washer

Ⓑ — Friction Nut & Grub Screw

Ⓒ — Kaoko bar-end body

Ⓓ — Hand guard bracket

Ⓔ — OEM bar-end weight

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

F650GS & F800GS Twin : Partially loosen the clamp screws shown in **picture 1**.

Check that throttle assembly is in line with pop mark or + (*This is important for the correct clearances on the Kaoko™ Control assembly*).

R Nine T : Ignore Step 1 as detailed above. Follow relevant information below in Steps 2 to 6.

Step 2

Completely remove the right hand side bar weight as shown in **picture 2** and keep the M12 central retaining screw to assemble the KAOKO™ Kit.

Step 3

Place the plastic thrust washer onto end of spacer as shown in **picture 3**. See Note in Step 5

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

Adjust the friction nut up against the shoulder of the friction body.

Step 5

Loosely Assemble KAOKO™ Kit as shown in **picture 4**. Adjust the hand guard to desired position and then firmly tighten the central retaining screw. (There should be minimal clearance between the end of the throttle sleeve, thrust washer, friction nut & friction body. This minimal clearance will close up when the friction nut is turned to engage. Finally tighten clamp screws in **picture 1**. **Note:** If binding occurs during Step 5, then the thrust washer must NOT be fitted.

Step 6

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)