



## KAOKO™ THROTTLE STABILIZER KITS: HND200

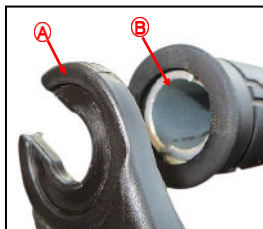
RSA Registered Designs  
No. A2007/00202 No. A2007/00205  
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No. A2007/00204 No. A2007/00207

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 HONDA**  
VFR1200X (2012-) • VFR1200XD (2012-) (with/without OEM Hand guards)  
VFR1200X Cross Tourer (2016-2017) with OEM Hand guards)

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

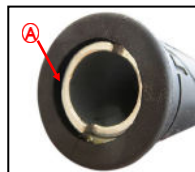
1



A — Hand Guard bracket

B — Handlebar Tube

2



A — Plastic Throttle Sleeve

B — OEM insert with M8  
Screw

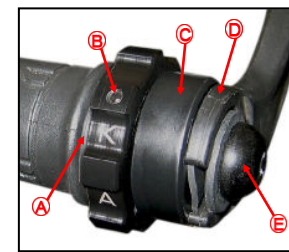
3



A — Plastic Thrust Washer

B — Handlebar Tube

4



A — Plastic Thrust Washer

B — Friction Nut & Grub Screw

C — Kaoko bar-end weight

D — Hand Guard bracket

E — OEM button head screw

**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.

### IMPORTANT

For models with **Heated Grips**, the TH-TW100 thrust washer is to be used in the final assembly.

For models with **Non Heated Grips**, the TH-TW131 thrust washer is to be used in the final assembly (See Picture 3)

"OEM" refers to Original Equipment Manufacturer (these are items that are originally supplied/attached to your motorcycle)

## Fitting Instructions

### Step 1

Remove the Throttle side bar weight (As seen in Picture 1 & Picture 2)

### Step 2

Remove OEM inserted M8 nut from inside diameter of handle bars. This is achieved by using the Button head screw inserted into the nut and twisting the screw by hand until the insert unclips from the inside of the handlebar. (Refer to Picture 2—point B)

### Step 3

If you have heated grips fitted, lift up the rubber lip on the end of the grip and place the TH-TW100 thrust washer as seen in Picture 3. Make sure that the spigot of the thrust washer thrusts against the plastic throttle sleeve. (For non-heated grip models, simply place the TH-TW131 thrust washer against the throttle sleeve as seen in Picture 3 so that the thrust washer makes contact with the throttle sleeve)

**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

Fit the assembled KAOKO™ Kit fully into the handle bar and firmly tighten the bar weight retaining screw. Note to keep the 2mm gap between the friction nut and the shoulder of the KAOKO™ bar weight.

### 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)