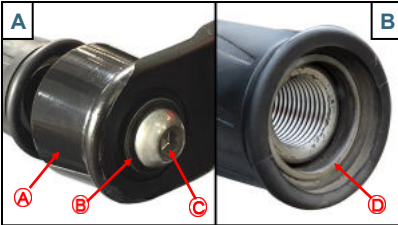

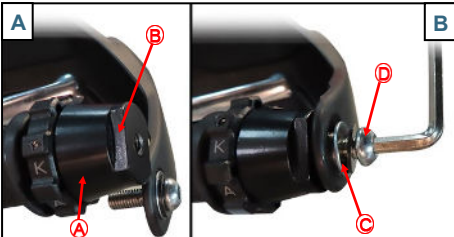
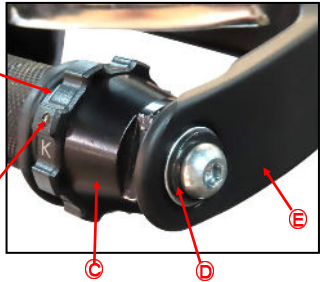
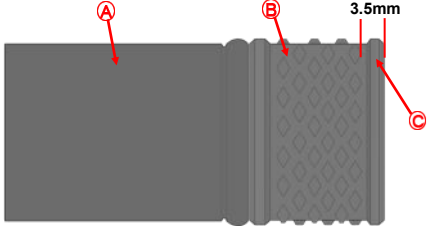
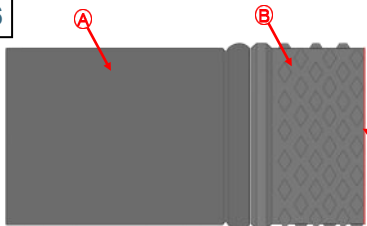
 KAOKO™ THROTTLE STABILIZER KITS: YAM625		For Models YAMAHA Tenere 700 (2018-2020) ♦ Super Tenere 1200 (2018-2020) (With OEM hand guards)	
RSA Registered Designs No. A2007/00202 No. A2007/00205 No. A2007/00203 No. A2007/00206 No. A2007/00204 No. A2007/00207		Items Included in your kit Kaoko end-weight • Friction Nut • Thrust Washer/s • 2mm Allen Key Fitting Instructions	
1 		2 	
3 		4 	
5 		6 	

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

Remove the right hand side OEM bar-end weight by loosening the bolt shown in **picture 1A**. Follow this with the removal of the end weight with a 12mm Allen key. This will expose the handlebar and throttle sleeve as shown in **picture 1B**. Make sure to retain the original M8 washer and M8 bolt for final assembly.

Only when installing with heated grips: Prior to step 2, remove **3mm to 3.5mm** from the end of the plastic grip extension as shown in **pictures 5 & 6** by using either a **Dremel** or a **saw**. This will provide enough space for the plastic thrust washer to make contact with the plastic throttle sleeve.

Step 2

Place the Kaoko thrust washer with the spigot facing towards the throttle sleeve as shown in **picture 2**.

- Installing on the **Tenere 700**—Only thrust washer **F6B** is required.
- Installing on the **Super Tenere 1200**—Thrust washer **229** is required.

Note: If the gap between the thrust washer and the throttle sleeve is too great when installing on the Super Tenere 1200, simply add the 134 washer provided in between the friction nut and the 229 thrust washer.

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 3

Screw in the Kaoko bar-end weight into the handlebar as shown in **picture 3A**. Firmly tighten the Kaoko bar-end weight using a 22mm spanner on the flats of the bar-end as shown in **picture 3A**.

Step 4

Attach the handguard to the Kaoko bar-end weight as shown in **picture 3B** and **picture 4** using the original M8 \ bolt and steel washer.

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)