

Please note:
This set of instructions are for Motocross models only!



RSA Registered Designs		Patents
No. A2007/00202	No. A2007/00205	"U.S. Pat. No. US D593,462 S"
No. A2007/00203	No. A2007/00206	"U.S. Pat. No. US D593,463 S"
No. A2007/00204	No. A2007/00207	"U.S. Pat. No. US D593,464 S"

This instruction is only for:
250 & 450 Motocross models (all brands)

Items Included in your kit
Kaoko bar-end weight • Friction Nut • 050 Thrust washer • 100 Thrust washer • 2x 134 Thrust washer
2mm Allen Key • Fitting Instructions

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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

If the rubber grips are not open at the end:

1. Drill a central hole through the end of the closed grips using a 10 to 12mm size drill—refer to **picture 1[A]**.
2. Using a round file, increase the drilled opening until it's the same size as the handlebar ID (14mm) —refer to **picture 1[B][C]**.
3. Using a Stanley knife, carefully trim the remaining end of the rubber grip to expose the protruding throttle sleeve—refer to **picture 2[A][B]**.
4. Using a flat file, lightly dress any protruding plastic throttle sleeve to ensure a flat surface on the plastic enabling seating for the Kaoko thrust washer—refer to **picture 2[C][D]**.

Step 2

As seen in **picture 3**, place the **100 thrust washer** onto the end of the plastic throttle sleeve, making sure that the spigot of the thrust washer makes contact with the plastic throttle sleeve underneath the grip. Then, depending on the amount of clearance needed, place either 1 or 2 of the **134 thrust washers** against the **100 thrust washer** as shown in **picture 3**.

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

Deflect the handguard and loosely assemble the KAOKO kit into the hand guard bracket as shown in **picture 4**.

Step 4

Position the KAOKO friction nut with a 1mm-1.5mm gap (shown in figure 3 at back the of page) and firmly tighten central locking screw after pushing the assembly fully into the handlebar—then back off friction nut and test that the throttle sleeve is absolutely free turning and will snap back to idle as normal.

Refer to **picture 5** for final assembly.

Note: It may be necessary to slightly move the handguard bracket along the handlebar to give more clearance, this is achieved by slightly loosening the handguard bracket clamp screws and sliding the bracket along the handlebar (as referenced in **picture 6**).

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.

For correct engagement and disengagement of the unit, the friction nut should be able to rotate between a quarter and a full revolution.

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)

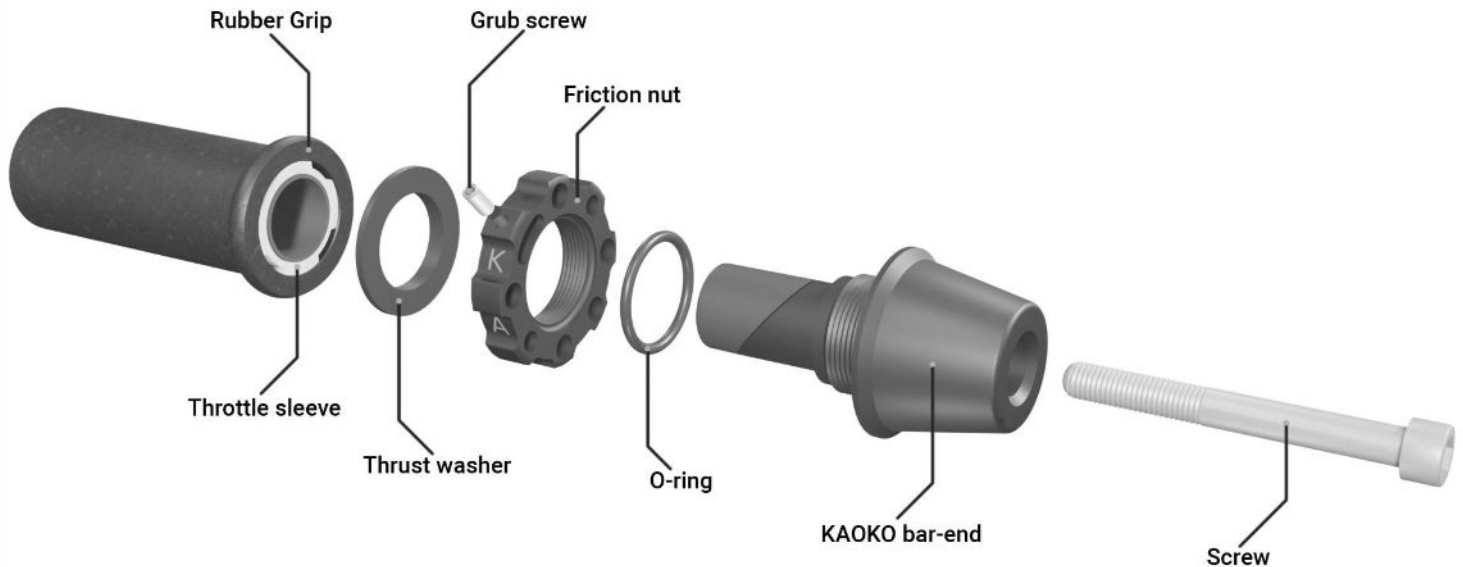
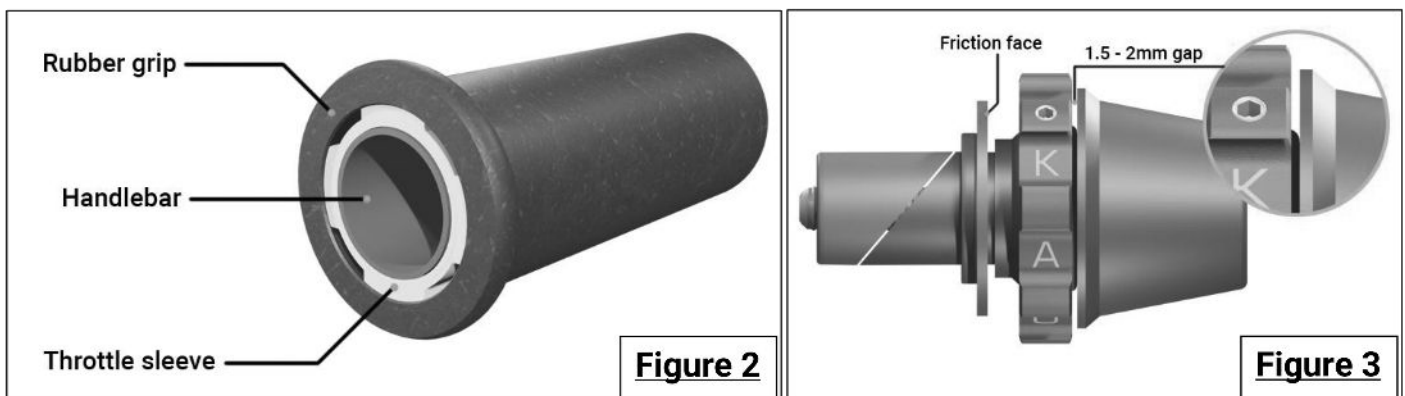


Figure 2: The KAOKO™ Thrust Washer (ref: Figure 1) must thrust against the plastic throttle sleeve (tube) indicated below in figure 2.

The KAOKO™ Thrust Washer must not thrust against the rubber throttle grip. Refer detailed instructions on reverse.

Figure 3: Location of the 1.5 - 2mm gap that needs to be kept prior to tightening the full assembly as well as the location for automotive grease to be applied to the friction face of the thrust washer (optional).



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