



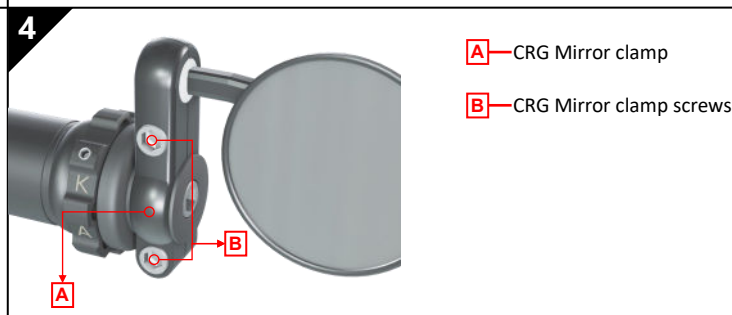
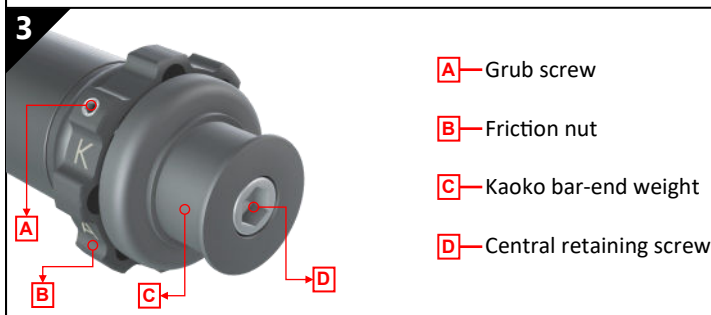
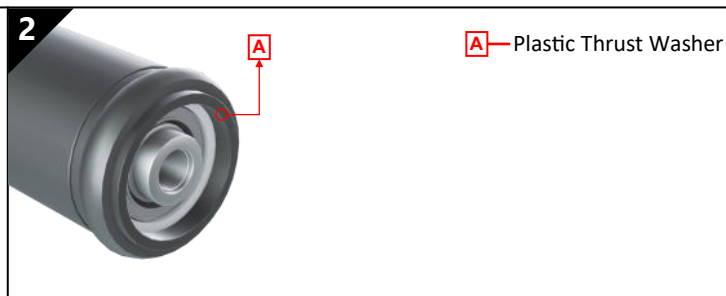
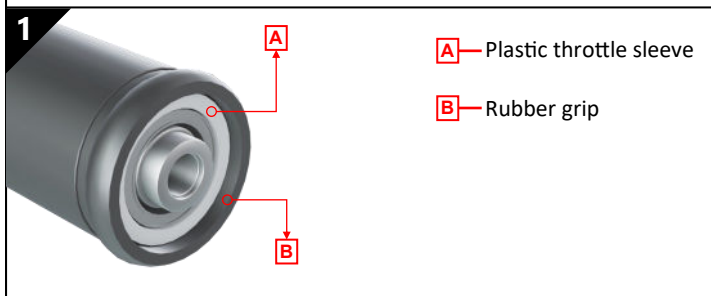
KAOKO™ THROTTLE STABILIZER KITS: YAM500CRG

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
FJR1300 (-2018) ♦ FJR1300 AS (-2018) ♦ R1 (2004-2016) ♦ R6 ♦ MT-09 (2021)
(For use with CRG bar-end mirrors)

Items Included in your kit
Kaoko bar-end weight • Friction Nut • 025 Thrust washer • 100 Thrust washer
M6x45 screw • 2mm Allen Key • Fitting Instructions



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

Before fitting the KAOKO™ Kit, ensure the friction nut is adjusted up close to the shoulder of the end weight. Completely remove the right hand side bar weight as shown in **picture 1**.

Step 2

Insert the plastic thrust washer into end of throttle as shown in **picture 2**.

Generally; pre-2009 models require the thick washer (code **025**); and post 2009 models the thin washer (code **100**). Both plastic thrust washers should **never** be fitted together.

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

Fit KAOKO™ Throttle Stabilizer kit as shown in **picture 3** and firmly tighten the M6x45 central retaining screw included in your KAOKO kit. It is recommended to use a mild thread locking adhesive.

Step 4

It has on rare occasions been necessary to fit a 6mm washer between the bar end weight and the handle bar end. This effectively increases the gap between the throttle grip and friction nut. To be used on applications where the friction nut binds with the throttle grip when fully disengaged. If binding does occur with the thicker thrust washer; remove the thick washer and install the thinner stepped thrust washer.

Step 5

Attach the CRG bar-end mirror following guide lines from the CRG mirror mounting instructions, refer to **picture 4** for final assembly.

Note: Your CRG mirror shape may look different to the above picture, but the mounting procedure will still remain the same.

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. 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)

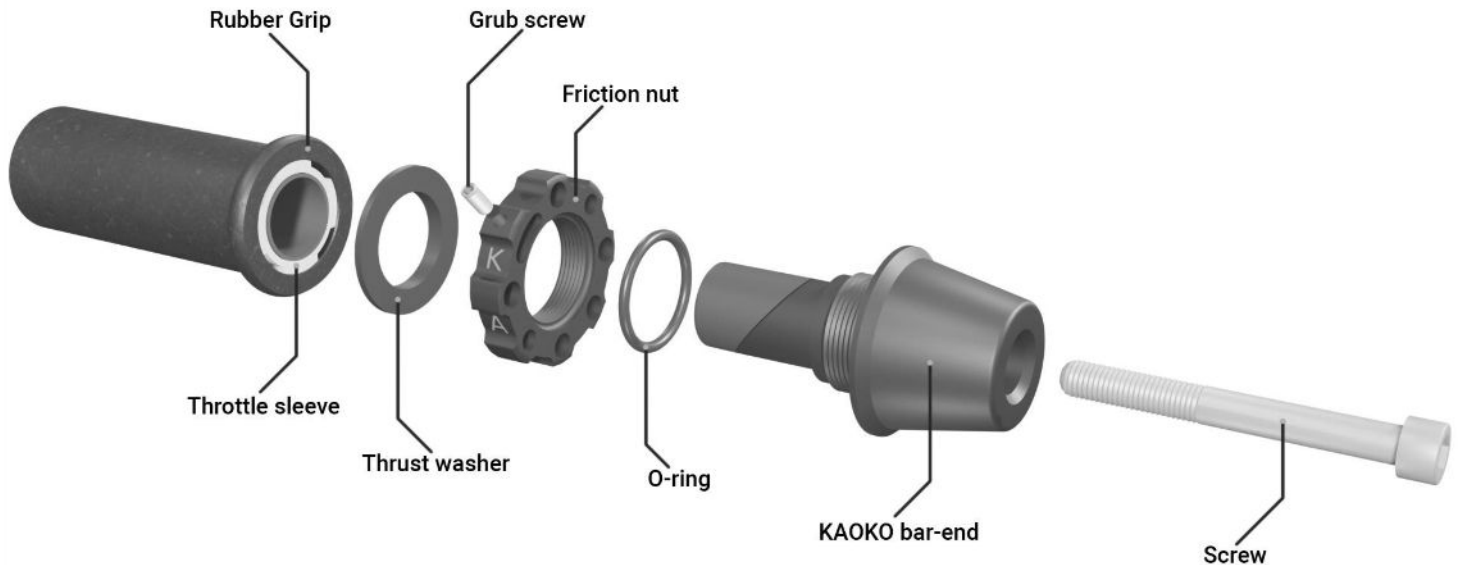
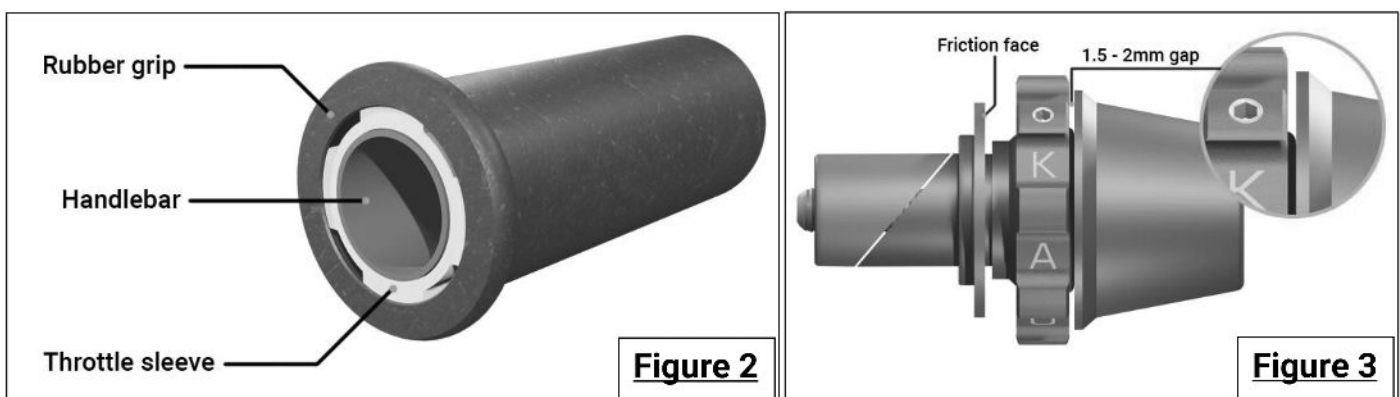


Figure 2: The KAOKO™ Thrust Washer (ref: Figure 1) must thrust against the plastic throttle sleeve (tube) indicated below in figure 2.

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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