

KAOKO™ THROTTLE STABILIZER KITS:

KAW100, KAW160, KAW170



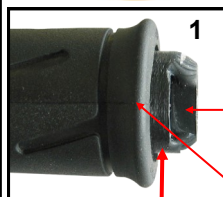
For Models KAWASAKI Z750S, Z1000 (-2009), ZZR1100, ZZR1200, ZRX1200R, Z800 (2013-2015), ZX6&7 (1991-1996), Z1000 (2010-2015), ZX-6R (2016-), Z300 (2016-), Z1000SX (2012-2015)

SABS

DESIGN
EXCELLENCE
AWARDS
2009

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"

RSA Registered Designs
No. A2007/00202 No. A2007/00205
No. A2007/00203 No. A2007/00206
No. A2007/00204 No. A2007/00207



1
Typical tapered 18.7mm stub end with Bar Weight removed

Hand File away any excessive weld Material. See Note C Below

Throttle Sleeve



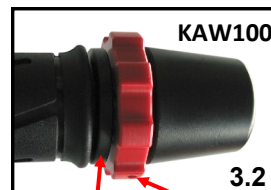
2
Plastic Thrust Washer

18.7mm stub end. See Note C below



3.1
KAW210

Note: Products KAW160, KAW170 are not pictured in this file. Follow all below instructions for these products.



KAW100

3.2
Thrust washer Friction Nut & Grub Screw

KAOKO Kit
Comprises of :

End Weight,
Friction Nut,
Thrust Washer/s,
2mm Allen key,
Fitting Instructions

DISCLAIMER: NO RESPONSIBILITY ACCEPTED FOR NON-ADHERENCE TO THESE INSTRUCTIONS

KAOKO™ Safety Warning:

See: www.kaoko.com for further information info@kaoko.com

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.

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 & Operating Instructions:

Step 1: Completely remove the right hand side bar weight as shown in picture 1. Retain the M8 screw for fitting KAOKO™ Kit.

Step 2: Insert the plastic thrust washer into end of the throttle sleeve as shown in Picture 2.

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: Present the KAOKO™ bar weight onto the stub end and check if it will fully nest. On certain models it is necessary to hand file any excessive weld or material from the stub in order that the stub fits fully into the tapered recess of the KAOKO™ bar weight. Slight further tapering of the stub by hand filing is sometimes needed. Please notify KAOKO should your assembly require this process and for our records.

Step 4: Using the M8 screw, fasten the KAOKO™ Throttle Stabilizer kit as shown in picture 3.1 and firmly tighten. It is recommended to use a mild thread locking adhesive.

Step 5: Set the grub screw (See picture 3.2) to provide a little frictional resistance on the thread of the friction nut. This may be adjusted periodically to take up wear. Use the 2mm allen key provided.

Note A: If binding occurs when the KAOKO™ friction nut is backed off completely to the shoulder of the KAOKO™ bar end weight, then loosen the throttle assembly clamp screws just sufficiently to push the throttle assembly to the left (if you are sitting on the bike).

Note B: Most models have a pinned throttle assembly. By loosening the throttle assembly clamp screws and pressing/pushing the throttle assembly to the left and against the throttle assembly pin, usually creates sufficient play to prevent throttle binding on the final assembly.

Note C: If stub end is greater than 18.7mm then you will need to hand file away any excessive weld material thus reducing the stem to 18.7mm or slightly less. The stub end seat face (the flat surface) must locate against the seat face of the KAOKO control. **Once sufficient weld material is removed then both seat faces will locate flat against each other.**

IMPORTANT—THRUST WASHERS Supplied:

- Product KAW170 : 3 thrust washers included in kit. The recommended thrust washer for fitting is type TH-TWD132 (5mm thick thrust washer). Type TH-TWD134 (grey) has on occasions been required for fitting in conjunction with TH-TWD132. Thrust washer type TH-TWD100 (spigoted or "lipped") has been supplied for the rare assembly where OEM specifications fall outside of recorded tolerances. Please confirm successful fitting with KAOKO.
- KAW160 are fitted by means of a TH-TWD132 washer. An extra TH-TWD134 (grey) thrust washer has been supplied to shim the assembly between thrust washer TH-TWD132 and the friction nut. Thrust washers TH-TWD134 are usually not required. Please confirm successful fitting with KAOKO.
- Product KAW100 is fitted by means of a spigoted thrust washer, TH-TWD040. Only one washer is provided in KAW100.

Operation: The friction nut has a **left hand thread**. In readiness for engagement, it must be adjusted so that it makes light contact with the plastic thrust washer, and the thrust washer must thrust against (make light contact with) the plastic throttle sleeve that the rubber throttle grip is fitted onto. The thrust washer must not thrust against the rubber throttle grip.

To Engage: Whilst 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 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.) Set the friction nut grub screw (2mm Allen key) so that the nut is stiff turning

To Disengage: Whilst rolling off the throttle, grip 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 is set to provide the necessary resistance on thread of friction nut. This may be adjusted periodically to take up wear. Use 2mm Allen key.

Maintenance: Remove kit annually. Unscrew friction nut and brush clean threads with mild soap. Apply petroleum jelly to threads and assemble. Adjust grub screw to desired operating resistance. Use 2mm key

(O-Ring cushion: 19.6mm I.D. x 2.4mm section — if replacement is required)

Indemnity:

It is advised that the use of the Throttle Stabilizer is at the sole risk of the rider and by his/her decision to use it he/she does indemnify the manufacturers or organizers, their agents, employees and officers against any claim or action by themselves, their dependents or any other third party arising out of any loss, damage, injury or death suffered.