



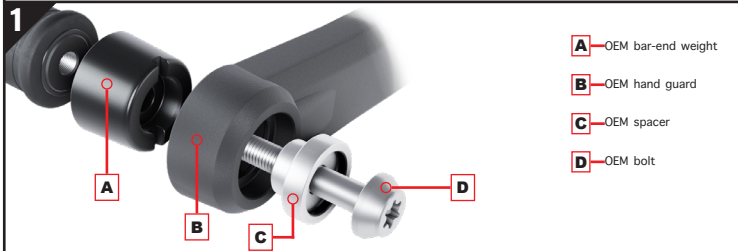
Instructions for: CCF405

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: BMW
R1300GS (2023-) with OEM hand guards**

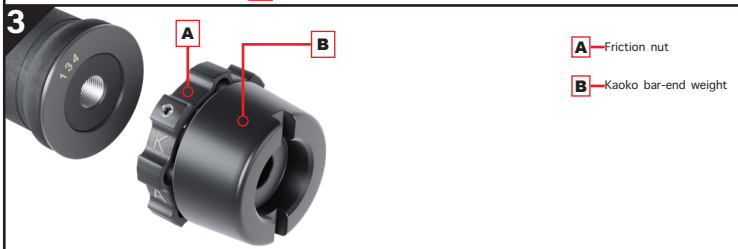
Items included in kit:
 Fitting instructions | 2mm Allen key | Friction nut
 134 Thrust washer | Kaoko bar-end weight



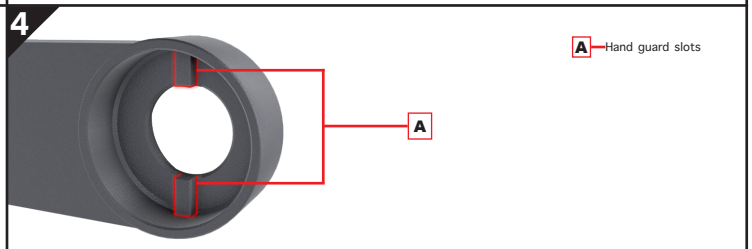
- A**—OEM bar-end weight
- B**—OEM hand guard
- C**—OEM spacer
- D**—OEM bolt



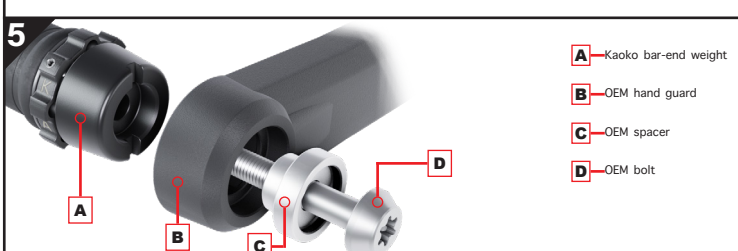
- A**—Plastic throttle sleeve
- B**—Handlebar
- C**—134 thrust washer



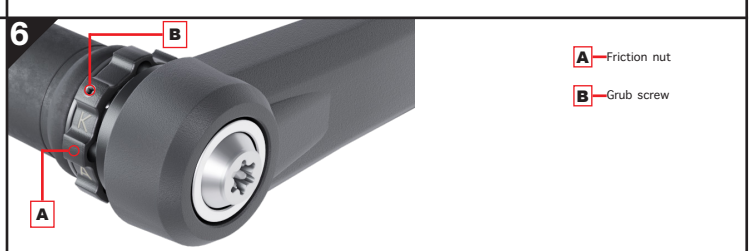
- A**—Friction nut
- B**—Kaoko bar-end weight



- A**—Hand guard slots



- A**—Kaoko bar-end weight
- B**—OEM hand guard
- C**—OEM spacer
- D**—OEM bolt



- A**—Friction nut
- B**—Grub 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.

Installation steps

Step 1
 Unscrew the original bar-end weight so that the hand guard and original bar-end weight can be removed as shown in **picture 1**.

Step 2
 Place the 134 thrust washer onto the end of the plastic 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 1** at the back of the page).

Step 3
 Adjust the friction nut up against the shoulder of the Kaoko bar-end weight (**see figure 2 on back of page**) then nest the Kaoko bar-end weight onto the end of the handlebar as shown in **picture 3**.

Note: The slits on the Kaoko bar-end weight need to be aligned with the slots inside the hand guard as shown in **picture 4**.

Step 4
 Place the hand guard onto the Kaoko bar-end weight, making sure the hand guard slots fit neatly into the bar-end slits and thread your original bolt through the entire assembly with the original spacer placed as shown in **picture 5**.

Step 5
 Firmly fasten the entire assembly as shown in **picture 6**.

Note: It's recommended to use a mild thread locking adhesive.

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 is set to provide the necessary resistance on thread of friction nut. 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)

Components (CCF405)



Figure 1



Figure 2



INDEMNITY

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