



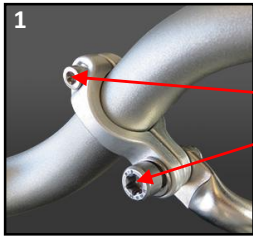
KAOKO™ THROTTLE STABILIZER KIT : CCF910

BMW F700GS (2013-) & F800GS/A (2013-)
with Factory-OEM Handguards to BMW part # 7732 8 532 949

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"

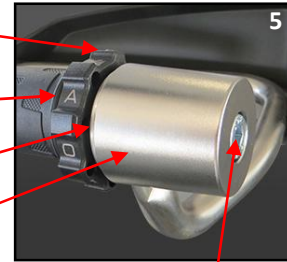
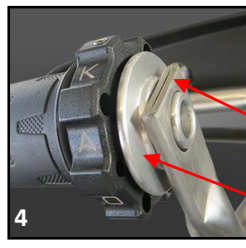
RSA Registered Designs
No. A2007/00202 No. A2007/00205
No. A2007/00203 No. A2007/00206
No. A2007/00204 No. A2007/00207



Clamp Screws



Thrust Washer



Friction Nut & Grub Screw

Thrust Washer

Kaoko bar-end body

OEM Bar-end weight

Central Retaining Bolt

Handguard Bracket

Kaoko bar-end Body

Kaoko Kit Comprises of:

Friction Nut

TH-TWD006 Thrust washer

Kaoko bar-end Body

M8x45 Central retaining bolt

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:** Partially loosen all the clamp screws shown in area of picture 1.
- Step 2:** Completely remove the right hand side bar weight as shown in picture 2.
- Step 4:** Place the Kaoko Plastic TH-TWD006 thrust washer onto the end of the handlebar - per Picture 3.
- Step 5:** Place the Kaoko bar-end body over the bar end spigot and attach the hand guard - per Picture 4.
- Step 6:** Adjust the friction nut up against the shoulder of the metal body, then **loosely** Assemble KAOKO™ Kit as shown in Picture 5. Adjust the hand guard to desired position and then firmly tighten the supplied M8 central retaining screw. **(There should be minimal clearance between the end of the throttle sleeve & the friction nut. This minimal clearance will close up when the friction nut is turned to engage).**
- Step 7:** Adjust the Hand guard as needed and fasten the clamp screws.
- Step 8:** Adjust grub screw per **maintenance** instruction below.

Operation: The friction nut has **left hand thread**. In readiness for engagement it must be adjusted so that it makes light contact with 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 throttle to the desired opening. (The friction is such that the rider may still open and close the throttle. It simply has a slight stiffness to it.)

To Disengage: While 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.

Maintenance: Remove kit annually. Unscrew friction nut and brush clean threads with mild soap. Apply petroleum jelly to threads and assemble. Adjust grub screw.

Note: The Grub Screw is set to provide the necessary resistance on thread of friction nut. The nut should have firm rotational resistance to be correct. The nut should be stiff turning. (Use 2mm Allen 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.