



KAOKO™ THROTTLE STABILIZER KITS:
DUC140

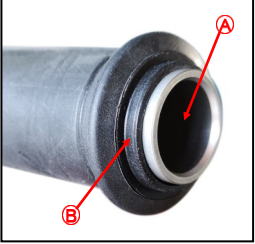
RSA Registered Designs
No. A2007/00202 No. A2007/00205
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No. A2007/00204 No. A2007/00207

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 DUCATI
V4 base model (2018)


Items Included in your kit
Kaoko bar-end body • Friction Nut • 1x 134 Thrust Washer • 1x 020 Thrust Washer
2mm Allen Key • Fitting Instructions • M6x80 Bolt

1



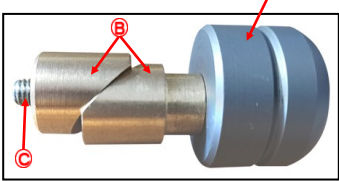
A — OEM bar-end weight removed
B — Plastic throttle sleeve

2



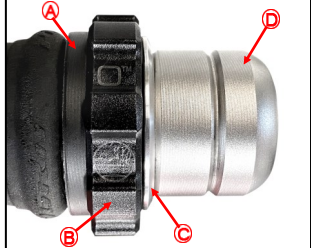
A — Kaoko Thrust washer
B — Handlebar

3



A — OEM bar-end
B — OEM wedge nut
C — KAOKO M6x80 bolt

4



A — Plastic Thrust Washer
B — Friction & Grub screw
C — Kaoko bar-end body
D — OEM bar-end weight

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**
Loosen the bolt that secures the OEM bar-end weight. This will disengage the wedge nut inside the handlebar and allow the OEM bar-end to be removed. See **Picture 1**.
- Step 2**
Place the Kaoko 020 thrust washer against the plastic throttle sleeve as show on **Picture 2**. Place the Kaoko 134 thrust washer **on top** of the 020 thrust washer.
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**
Assemble the OEM bar-end weight with the OEM wedge nut by threading the Kaoko M6x80 bolt through the assembly as shown in **picture 3**.
- Step 4**
Place the **Kaoko bar-end body** onto the end of the handlebar and fully slide the Kaoko assembly (shown in picture 3) into the inside diameter of your handlebar as shown in **picture 4**.
- Step 5**
Tighten the M6x80 bolt to secure the entire assembly as shown in **picture 4**. Once the bolt is firmly tightened, then back off the friction nut.
- Step 6**
Set the Friction Nut to the desired resistance by gently adjusting the grub screw with the 2mm Allen Key provided in your kit. The Friction Nut should be slightly stiff turning so that it holds its setting. See additional details below under maintenance.

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.

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)

