



**KAOKO™ THROTTLE STABILIZER KITS:**  
**TIG125**

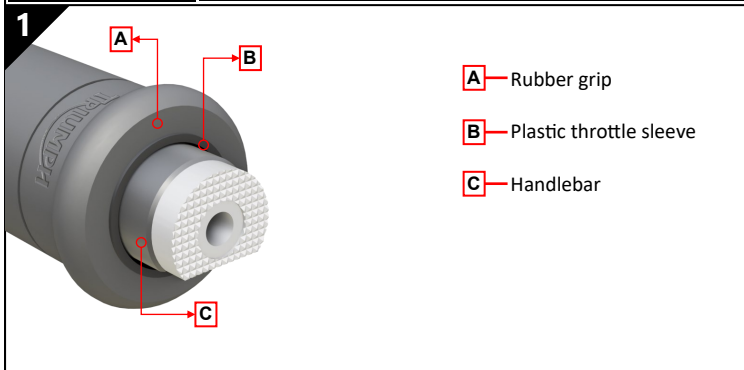
RSA Registered Designs  
No. A2007/00202 No. A2007/00205  
No. A2007/00203 No. A2007/00206  
No. A2007/00204 No. A2007/00207

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"

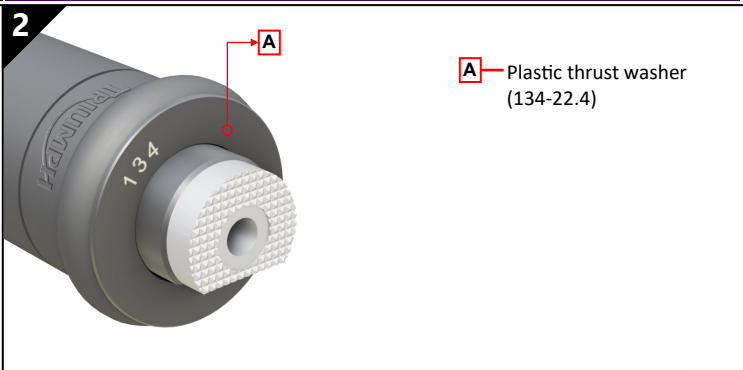
**For Models TRIUMPH  
Tiger 660 Sport (2022-)**

*With OEM handguards*

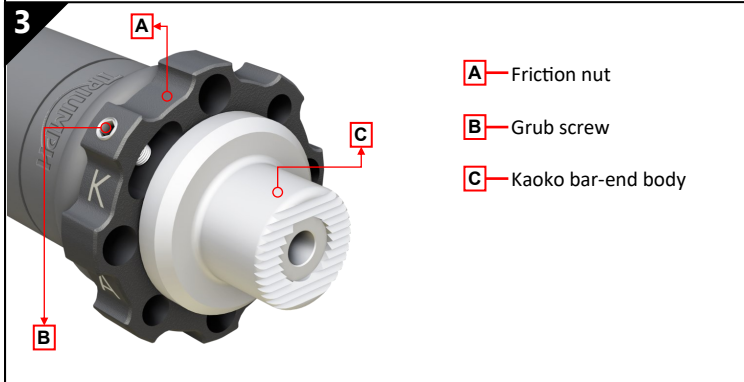
**Items Included in your kit**  
Kaoko bar-end body | Friction Nut | 134-22.4 Thrust washer  
M6x35 CSK screw | 2mm Allen Key | Fitting Instructions



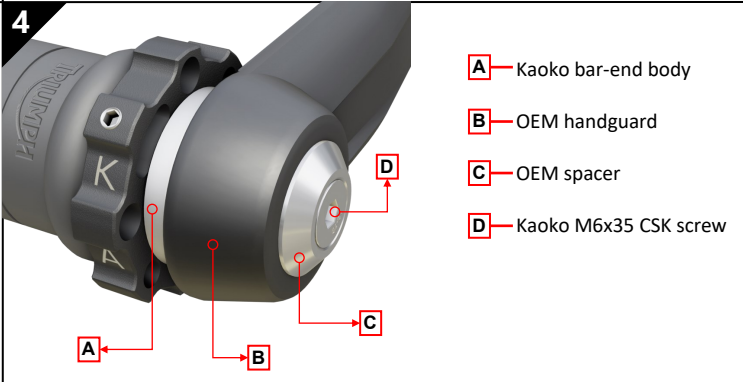
- A** — Rubber grip
- B** — Plastic throttle sleeve
- C** — Handlebar



- A** — Plastic thrust washer (134-22.4)



- A** — Friction nut
- B** — Grub screw
- C** — Kaoko bar-end body



- A** — Kaoko bar-end body
- B** — OEM handguard
- C** — OEM spacer
- D** — Kaoko M6x35 CSK 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.

**Fitting Instructions**

- Step 1**  
Loosen the OEM central retaining screw to remove and deflect the handguard. This will expose the handlebar as shown in **picture 1**.  
**Note:** Make sure to keep your OEM/Original handguard spacer for use in the final assembly.
- Step 2**  
Place the KAOKO plastic thrust washer (134-22.4) 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 3 at the back of the page)
- Step 3**  
Place the Kaoko bar-end end body onto the end of the handlebar as shown in **picture 3**.
- Step 4**  
Place the hand guard and hand guard spacer onto the end of the OEM bar-end weight and secure the entire assembly by inserting and tightening the M6x35 CSK screw provided in the KAOKO kit as shown in **picture 4**.  
**Note:** It is recommended to use a mild thread locking adhesive on the threads of the screw.
- Step 5**  
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)