



Instructions for: HND30-18

RSA Registered Designs

No. A2007/00202	No. A2007/00205
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No. A2007/00204	No. A2007/00207

Patents

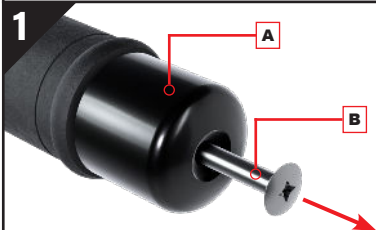
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"

For models: HONDA

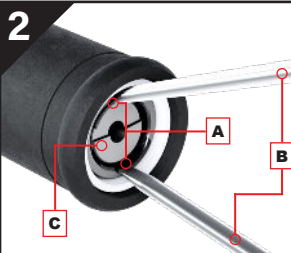
NX500 (2024-) *Without OEM handguards*
With 31mm diameter OEM bar weights only (18.2 ID handlebars)

Items included in kit:

Fitting instructions | 2mm Allen key | Friction nut
103 Thrust washer | M6x50 CAP screw



- A** — OEM / Original bar-end weight
B — OEM / Original screw



- A** — Inner tube spring tabs
B — Screw drivers
C — Inner tube



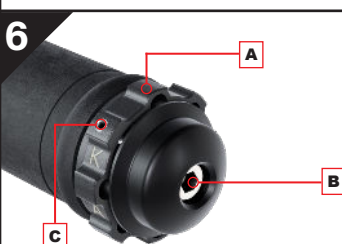
- A** — Plastic throttle sleeve
B — Inner tube
C — Handlebar



- A** — 103 Thrust washer



- A** — Kaoko stem (with wedge nut)



- A** — Friction nut
B — M6x50 CAP screw (fully tightened)
C — 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

Remove the throttle side OEM bar-end by unscrewing the OEM screw as seen in **picture 1**.

Step 2

Using two screw drivers, prize the two spring tabs towards each other and simultaneously pull out the handle bar inner tube as seen in **pictures 2 & 3**.

The inner tube can be discarded and is not needed for final assembly.

Alternative method: (optional—if above step is not possible): Remove the throttle side bar-end weight. Loosen the throttle assembly clamp screws and slide the throttle assembly off the handle bar tubes. Refit the central retaining bolt to the handle bar inner tube, depress the handle bar insert location pins, and remove the entire inner tube from the handlebar.

Step 3

Place the 103 thrust washer onto the end of the plastic throttle sleeve so that the spigot of the thrust washer makes contact with the plastic throttle sleeve as shown in **picture 4**.

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 4

Make sure there is a **1.5-2mm gap** between the friction nut and the body of the Kaoko as shown in **figure 2 on the back of the page** before continuing to the next step.

Step 5

Slide the Kaoko kit stem fully into the handle bar and firmly tighten the assembly using the M6x50 CAP screw provided in the Kaoko kit as shown in **picture 5 & 6**. *It is 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 (HND30-18)



Figure 1



Figure 2



INDEMNITY

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