



Instructions for: HND345

RSA Registered Designs

No. A2007/00202	No. A2007/00205
No. A2007/00203	No. A2007/00206
No. A2007/00204	No. A2007/00207

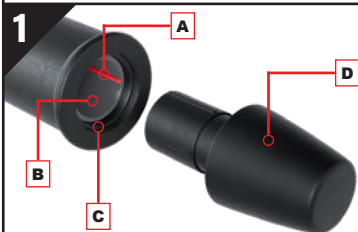
Patents

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

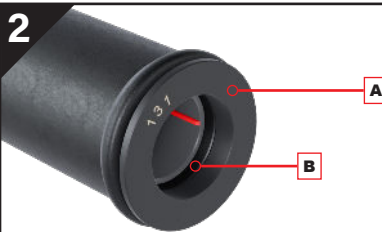
For models: KAWASAKI CB750 HORNET (2023-)

Items included in kit:

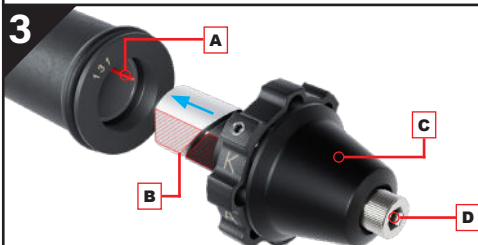
Fitting instructions | 2mm Allen key | Friction nut | 131 Thrust washer | M6x40 CAP screw
M6x65 CAP screw | Kaoko bar-end weight (LHS) | Kaoko bar-end weight (RHS)



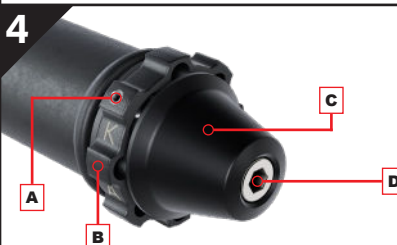
- A**—Handlebar seam
- B**—Handlebar
- C**—Plastic throttle sleeve
- D**—OEM bar-end weight



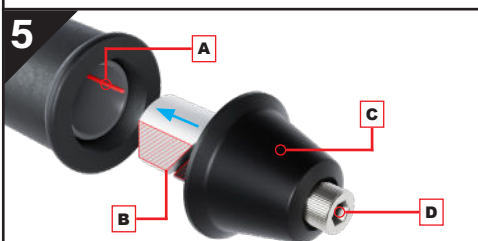
- A**—131 Thrust washer
- B**—Plastic throttle sleeve



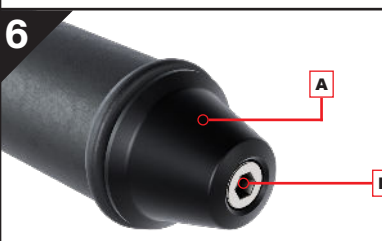
- A**—Handlebar seam
- B**—Kaoko stem flat
- C**—Kaoko bar-end weight (RHS)
- D**—M6x65 CAP screw



- A**—Grub screw
- B**—Friction nut
- C**—Kaoko bar-end weight (RHS)
- D**—M6x65 CAP screw



- A**—Handlebar seam
- B**—Kaoko stem flat
- C**—Kaoko bar-end weight (LHS)
- D**—M6x40 CAP screw



- A**—Kaoko bar-end weight (LHS)
- B**—M6x40 CAP screw

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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

Completely remove the right side OEM bar-end weight by pulling the bar-end weight outwards. This will cause the bar-end weight to pop out of the handlebar as shown in **picture 1**. Repeat this step for the left hand side OEM bar-end weight.

Step 2

Place the 131 thrust washer onto the end of the plastic throttle sleeve, making sure that the spigot of the thrust washer makes contact with 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

Slide the Kaoko bar-end weight (RHS) into the handlebar as seen in **picture 3**, making sure that the Kaoko stem flat is placed over the handlebar seam. The stem flat is designed to allow enough room for the Kaoko bar-end stem to slide into the handlebar without the handlebar seam causing obstruction.

Note: Make sure that the friction nut is adjusted up against the shoulder of the Kaoko body as shown in **figure 2** on the back of the page.

Step 4

Completely tighten the M6x65 CAP screw to secure the Kaoko bar-end weight (RHS) inside the handlebar as shown in **picture 4**.

Step 5

Slide the Kaoko bar-end weight (LHS) into the handlebar as seen in **picture 5**, making sure that the Kaoko stem flat is placed over the handlebar seam.

Step 6

Completely tighten the M6x40 CAP screw to secure the Kaoko bar-end weight (LHS) inside the handlebar as shown in **picture 6**.

Step 7

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 (HND345)



Figure 1



Figure 2



INDEMNITY

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