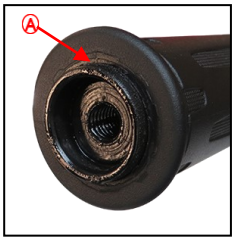
KAOKO ™ THROTTLE STABILIZER KITS:
CCF135

For Models BMW
G310 ♦ G310 GS (2016-2018)
without OEM plastic handguards

RSA Registered Designs		Patents
No. A2007/00202	No. A2007/00205	"U.S. Pat. No. US D593,462 S"
No. A2007/00203	No. A2007/00206	"U.S. Pat. No. US D593,463 S"
No. A2007/00204	No. A2007/00207	"U.S. Pat. No. US D593,464 S"

Items Included in your kit
Kaoko bar-end Body • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1

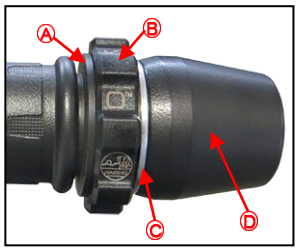


Ⓐ— Throttle Sleeve

2

Ⓐ— Plastic Thrust Washer

3



Ⓐ— Plastic Thrust Washer

Ⓑ— Friction Nut & Grub Screw

Ⓒ— Kaoko bar-end Body

Ⓓ— 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

Remove your right hand side (original equipment manufacturer) OEM bar-end weight to expose your handlebar as shown in Picture 1.

Step 2

Place the plastic TH-TWD100 thrust washer onto the handlebar as shown in Picture 2. (Make sure that the spigot of the washer is facing in the direction of the throttle sleeve so that it thrusts up against the throttle sleeve as shown in picture 3)

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 weight onto the end of the handlebar as shown in Picture 3.

Step 4

Place your OEM bar-end weight onto the Kaoko bar-end body so that the assembly is representative of Picture 3.

Step 5

Secure the entire assembly using the M8x50 central retaining bolt provided in the Kaoko kit. Make sure to use the M8 Bright steel washer under the head of the bolt . Tighten the bolt firmly *(it is recommended to add a light smear of mild thread locking adhesive to the threads of the bolt before tightening, this is to make sure that the bolt does not loosen from any vibration.)*

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.

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)*

SABS DESIGN EXCELLENCE AWARDS 2009

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