



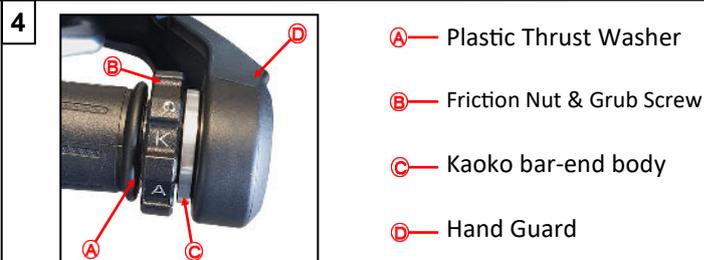
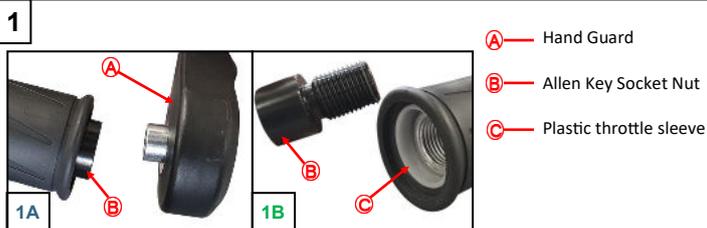
KAOKO™ THROTTLE STABILIZER KITS: YAM652 • YAM651HG

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 **YAMAHA**
Tracer 900 (2018-2020) ♦ Tracer 900 GT (2018-2020)
With OEM hand guards

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



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

Unscrew the OEM M8 bolt that secures the hand guard to the handlebar as shown in picture [1A]. Also remove Hex Socket Nut as shown in picture [1B] using allen key.

Step 2

Place the **229 washer** as shown in picture [2] so that the spigot of the washer makes contact with the plastic throttle sleeve.

Note: In the rare event that the gap between the plastic throttle sleeve and friction nut is too big after fitting the **229 washer**—the **134 washer** simply needs to be included in the assembly **between** the **229 washer** and the friction nut. The **134 washer** is otherwise **not** needed for final assembly.

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 body onto the end of the handlebar and screw the Kaoko kit into the handlebar, using an M10 allen key in the broached hole of the control (as indicated on picture [3A]. **Take care not to apply excessive force on 10mm key to avoid stripping of aluminium hex.**

Step 4

Place the 13mm spacer in the location hole of the hand guard. Some hand force is required to stretch/deflect the handguard in order to introduce the 13mm spacer into the location hole of the Kaoko body [3A] & [3B].

Step 5

Firstly, fully back off the Friction Nut, then firmly secure the entire assembly by screwing the OEM bolt into the handlebar bracket and into the Kaoko bar-end body.

Important: When installing the **YAM651HG kit**, the M8x50 bolt provided in the Kaoko kit must be used along with the M8 washer provided per **Figure 1** (the OEM bolt must **NOT** be used)



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)