



**KAOKO™ THROTTLE STABILIZER KITS:**  
**INDTB100 • INDTC100 • INDTB110**

**For Models INDIAN**  
**Scout (2015-2018) ♦ Sixty (2018)**

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"

**Items Included in your kit**  
 End Weight • Friction Nut • Thrust Washer/s • 2mm Allen Key  
 Fitting Instructions

**1**

(A) Groove  
 (B) Grip cut open  
 (C) Excess rubber trimmed

**2**

(A) Plastic Throttle Sleeve  
 (B) Handlebar Tube  
 (C) Rubber Grip

**3**

(A) Plastic Thrust Washer  
 (B) Throttle Sleeve

**4**

(A) Plastic Thrust Washer  
 (B) Friction Nut & Grub Screw  
 (C) Kaoko Bar-end weight  
 (D) Central Retaining Bolt

**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**  
 With a sharp knife, gently cut open the side of the rubber grip along the groove as indicated in **Picture 1(A)** (This will expose the plastic throttle sleeve located behind the rubber grip. Cut must ideally be at 90 degrees to the end face of the plastic throttle sleeve.
- Step 2**  
 Trim any excess rubber ensuring that the face of the plastic throttle sleeve is fully exposed (this will make sure that the Kaoko™ thrust washer can fully engage against the plastic throttle sleeve as seen in **Picture 1(B and C)** and **Picture 2**.
- Step 3**  
 Fit the Kaoko™ thrust washer against the plastic throttle sleeve with the spigot of the washer facing the throttle sleeve (see **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 4**  
 Turn the friction nut so that there is between 1mm & 2mm gap between the nut and the shoulder of the bar weight and fully slide the Right Hand Side kit in to the end of the handle bar then firmly tighten the central retaining screw (See picture 4)
- Step 5**  
 Repeat all above steps for the matching left hand side Kaoko™ bar-end weight (No thrust washer is needed for the left hand side).
- 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)